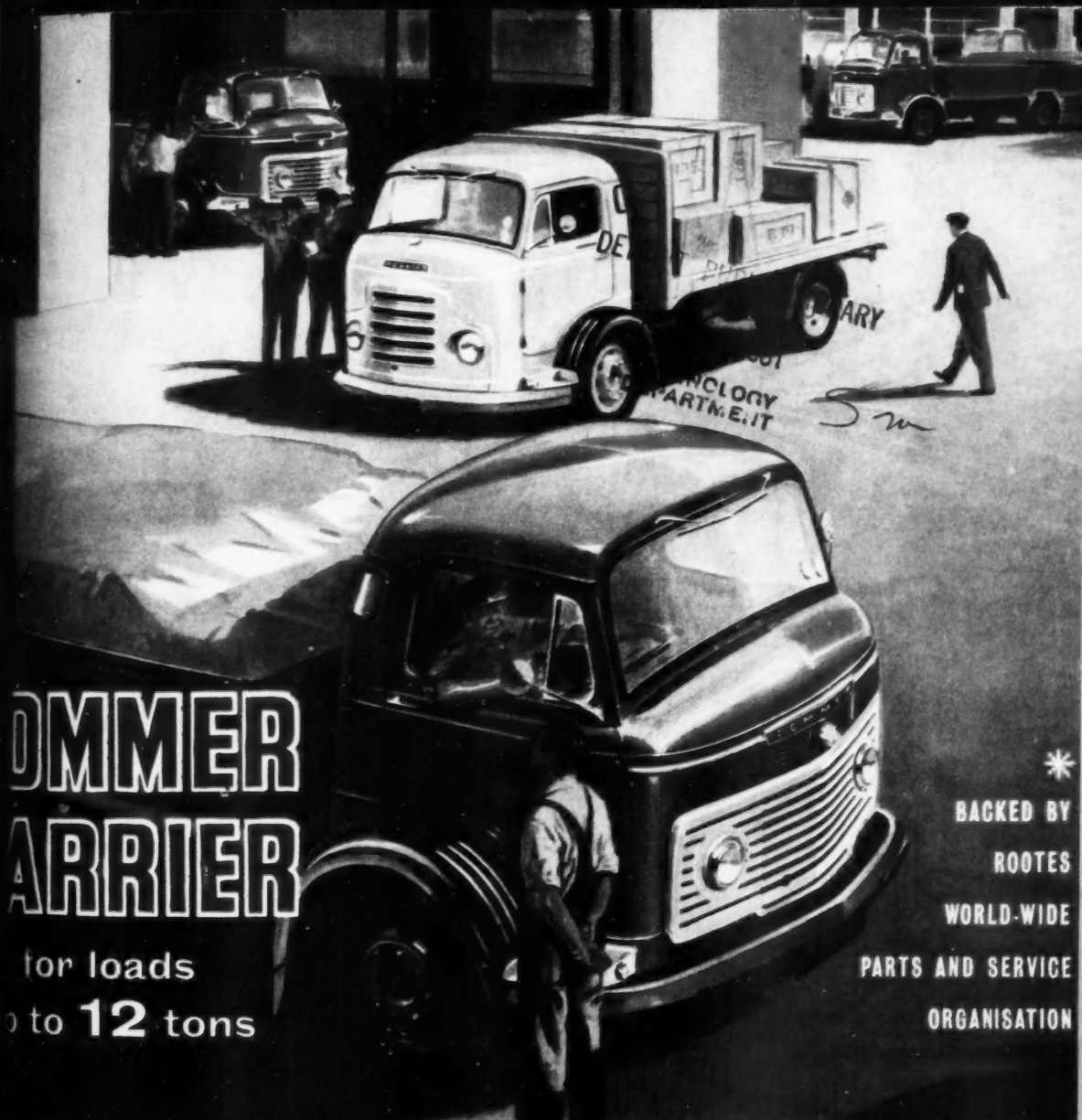


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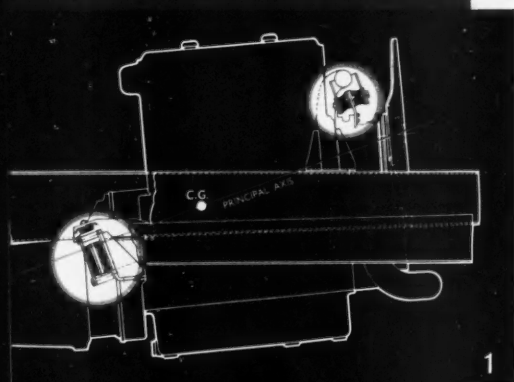
PARTS AND SERVICE

ORGANISATION

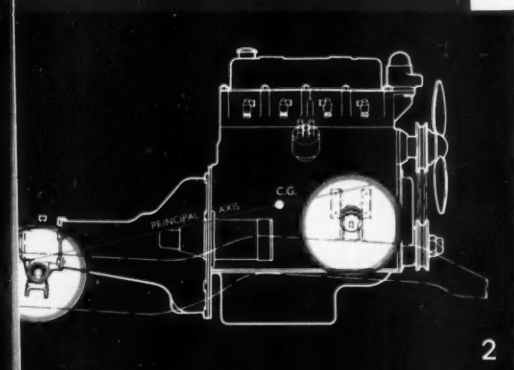
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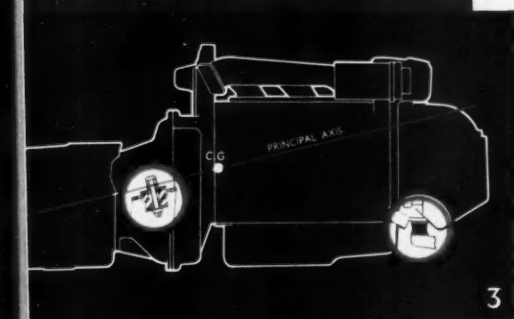
# ENGINE SUSPENSION



1



2



3

If practical considerations could be ignored there would be no problem in providing the ideal suspension for every motor vehicle engine. Mountings would be disposed symmetrically about all three principal axes of inertia and fitted on the longitudinal axis on the lines of "Floating Power" — the suspension technique developed by Metalastik in this country. Such an arrangement is not often convenient and the most successful engine suspension is generally a compromise, simulating as closely as possible the characteristics of the ideal but respecting the claims of easy installation and other technical and economic factors so often at variance with theoretical perfection.

Examples of Metalastik suspension in Figs. 1, 2 and 3 illustrate how a combination of sound theory, appreciation of the practical and choice from an unequalled range of mounting units, bring maximum smoothness to different types of engine.

The suspension in Fig. 1 with the high front mounting resembles more closely the original "Floating Power" conception than is now usual. Secondary out-of-balance forces and a flexible chassis necessitate mountings with a large degree of vertical and rotational flexibility, hence the use of shear mountings at all three points. Pre-compression of the rear mountings permits higher stressing without loss of fatigue life.

Fig. 2 shows a typical suspension for a 4-cylinder motor car engine. Interleaved sandwich mountings are below the principal axis but 'focused' in 'V' formation to give the same rotational characteristics as mountings fitted higher but with their compression axes in a vertical plane. The Metaxentric bush at the rear controls fore-and-aft movement and has a higher deflection than a concentric type.

For the 3-cylinder opposed piston engine (Fig. 3) in which balancing has virtually eliminated the primary, vertical out-of-balance couple, slotted Metacones and the way in which they are fitted, provide high rotational flexibility about the vertical axis essential for insulation of vibration due to a horizontal out-of-balance couple.

Diagrams reproduced by courtesy of the Institution of Mechanical Engineers from "The Suspension of Internal Combustion Engines in Vehicles", by —

M. Horovitz, B.Sc. (Eng.), A.M.I.Mech.E.

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METALASTIK LTD., LEICESTER



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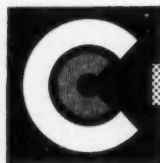
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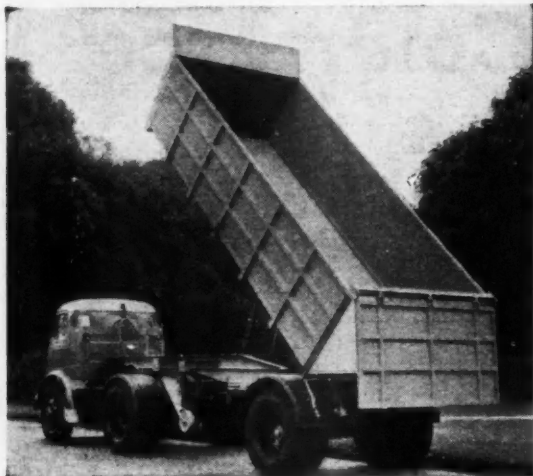
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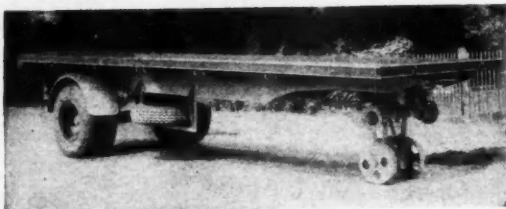
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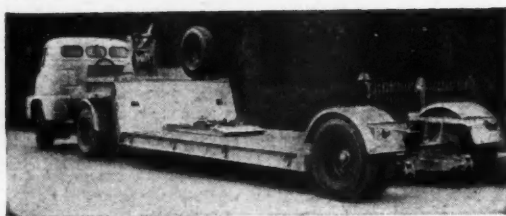


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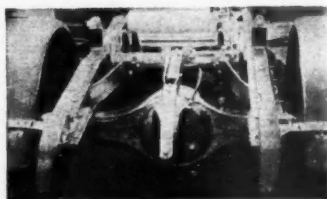
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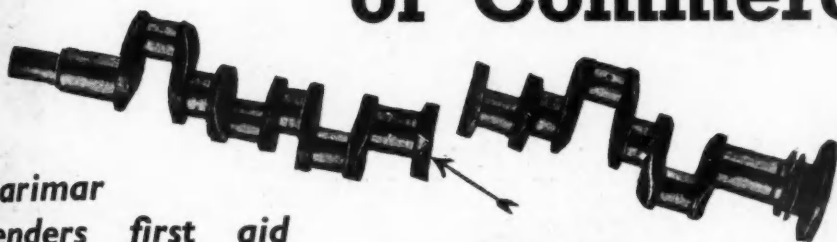


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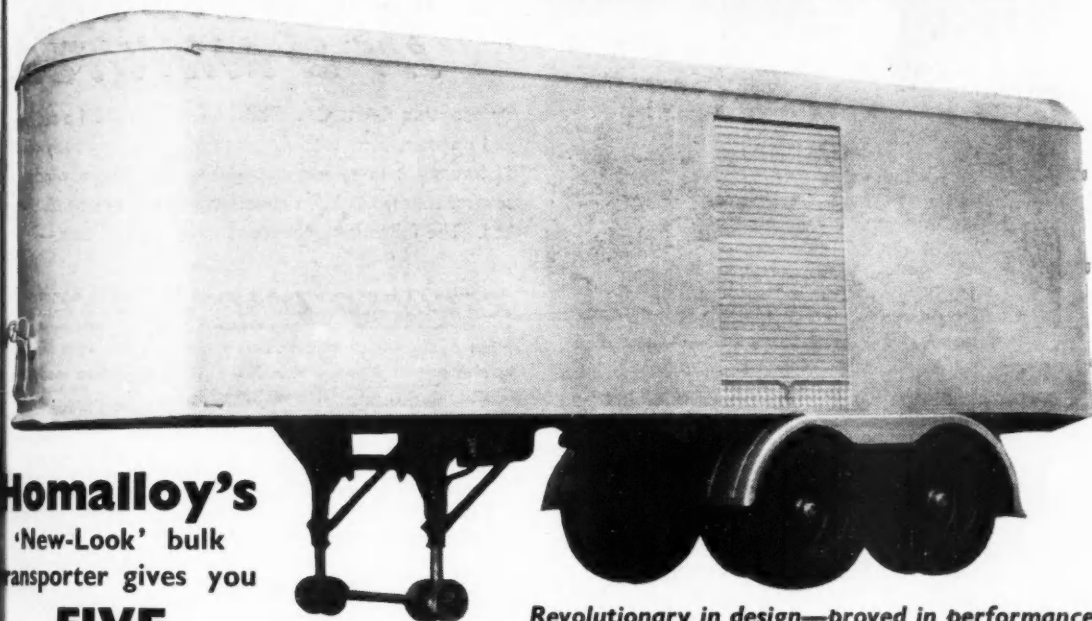
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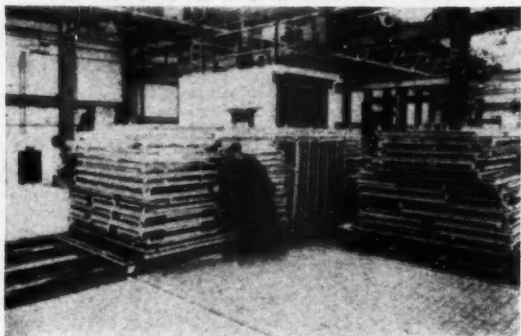
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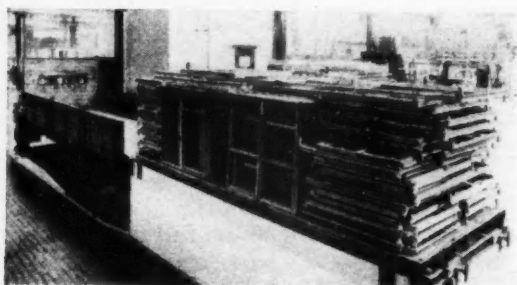
# CARGON

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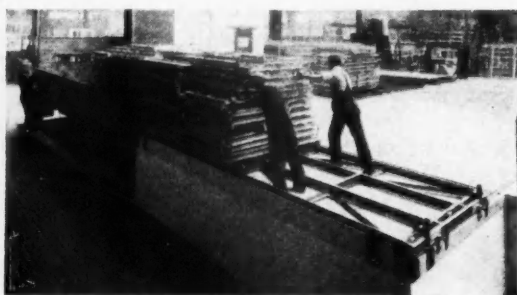
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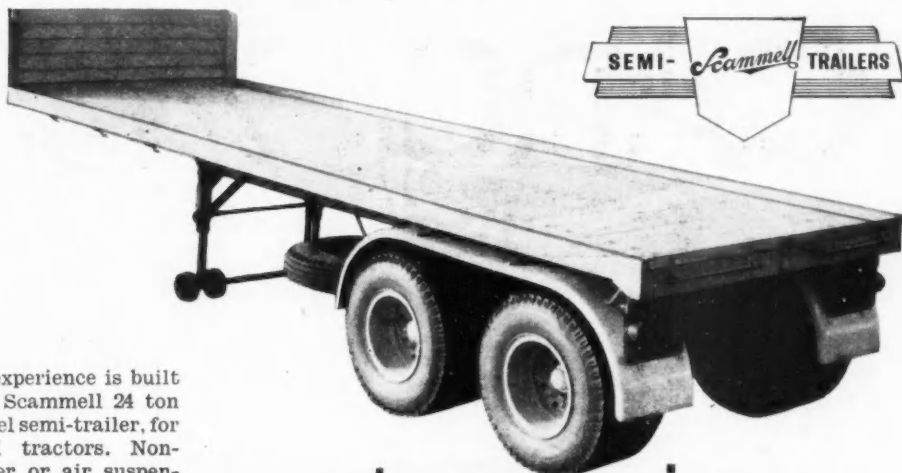
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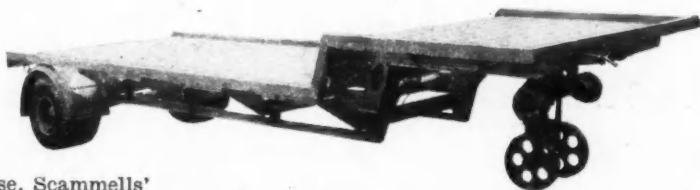
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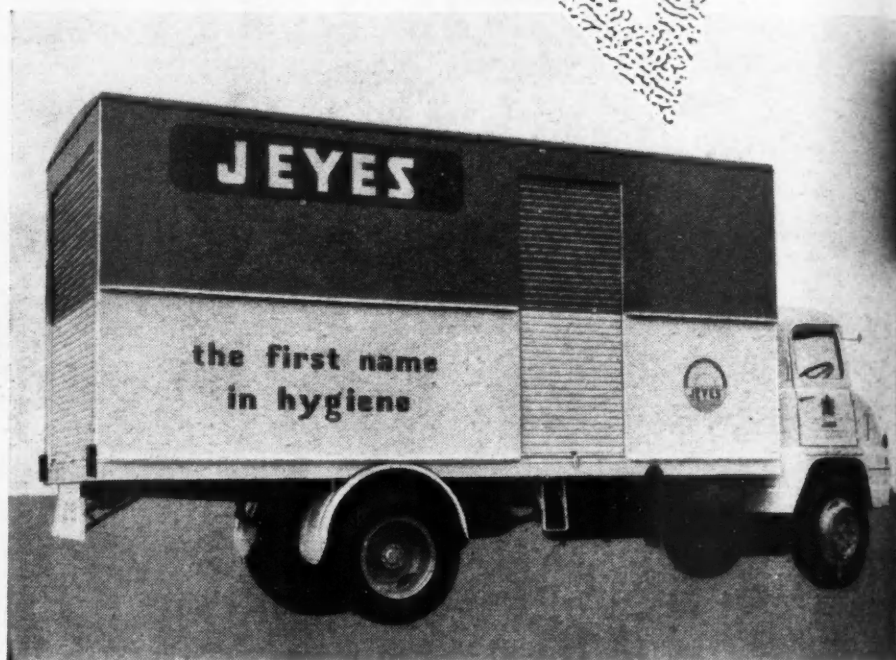
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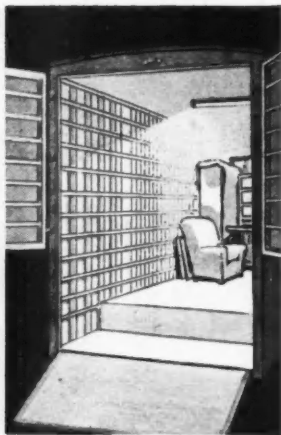
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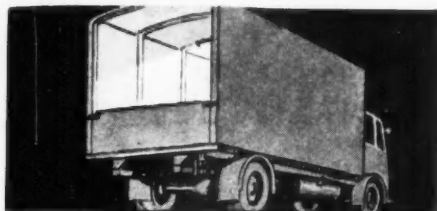


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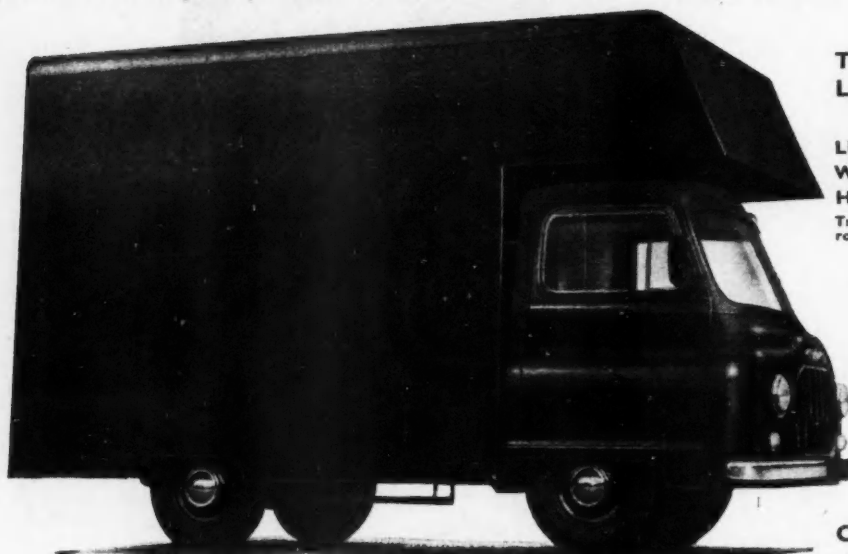
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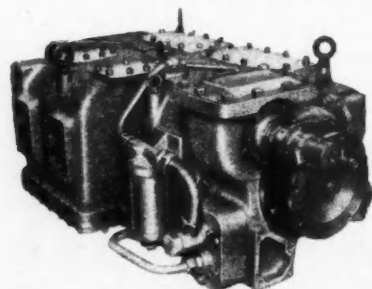


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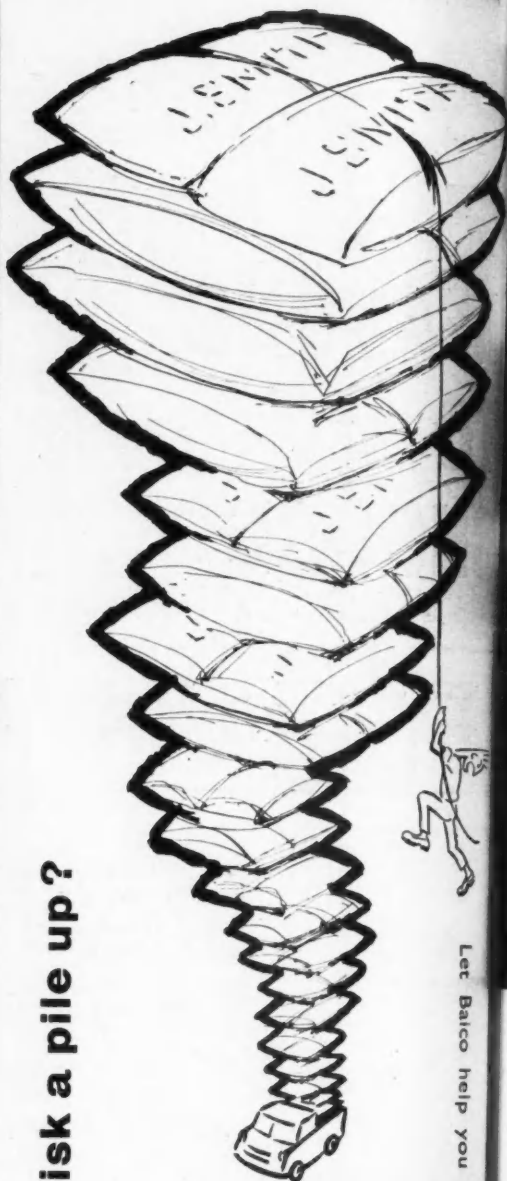
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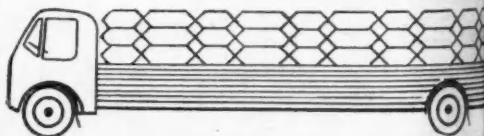
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A18



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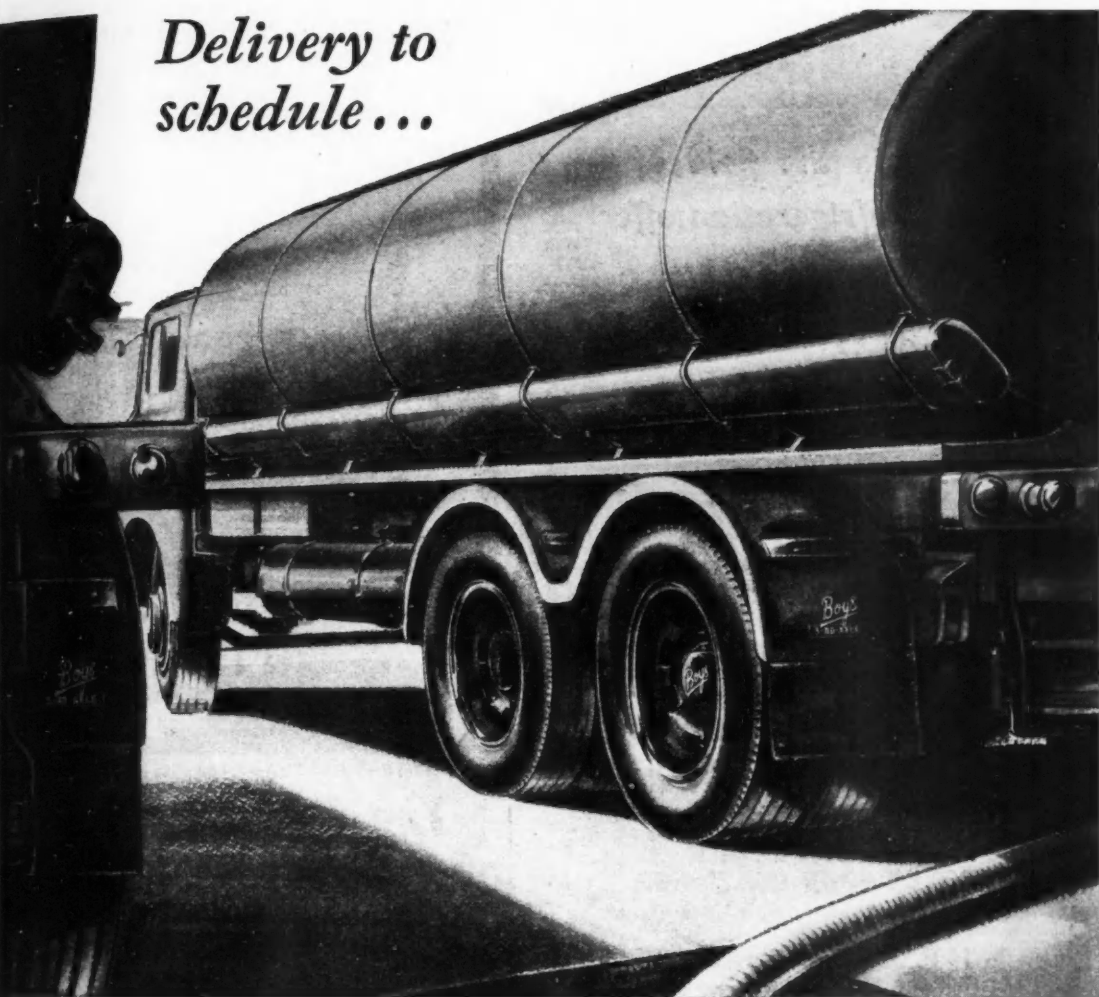
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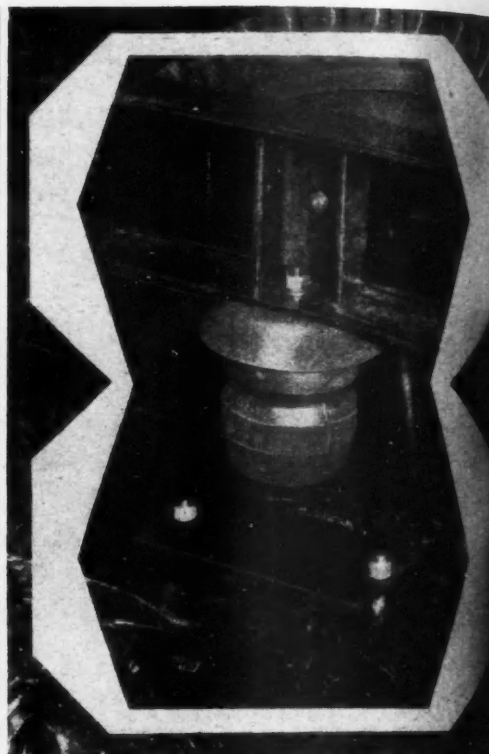
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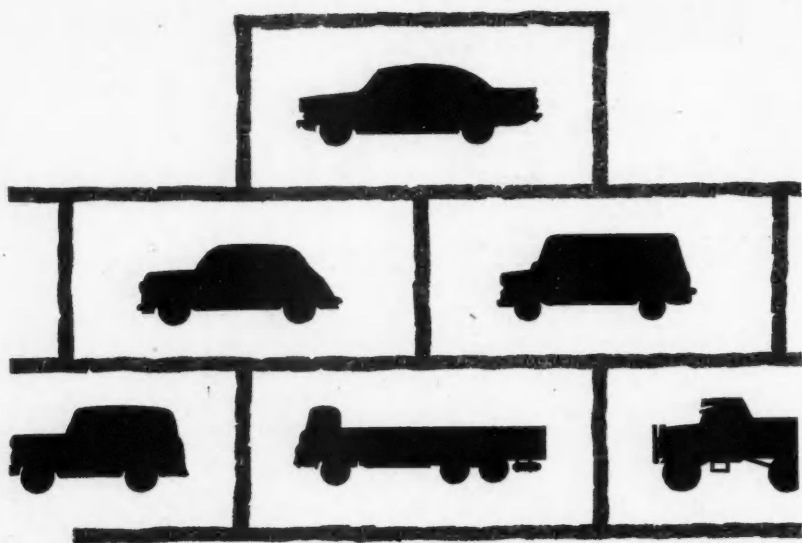


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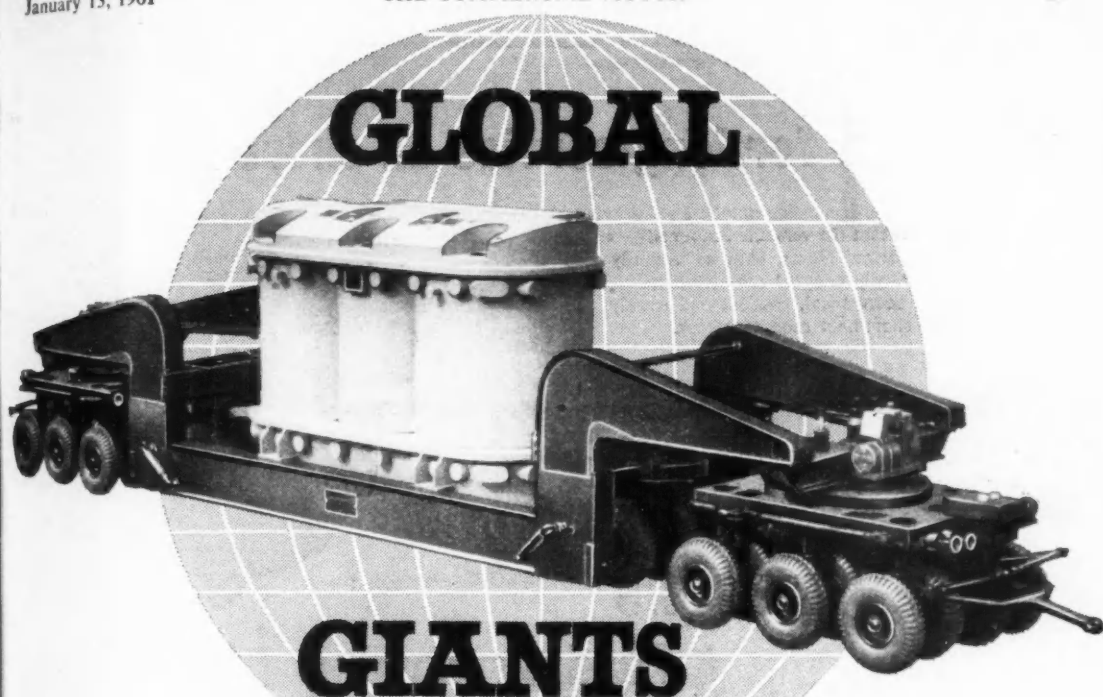


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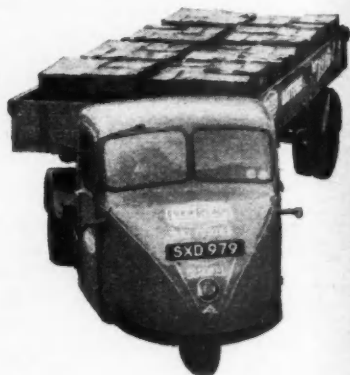


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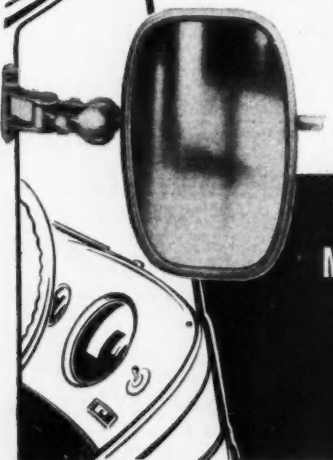
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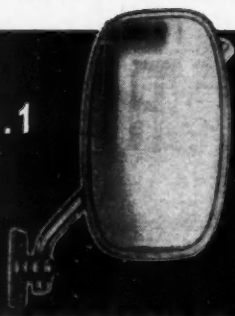
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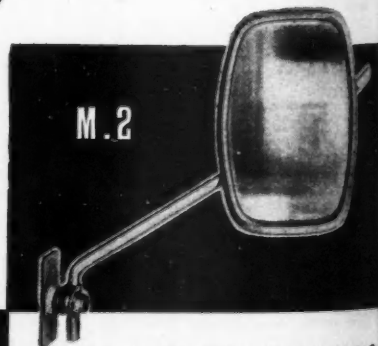
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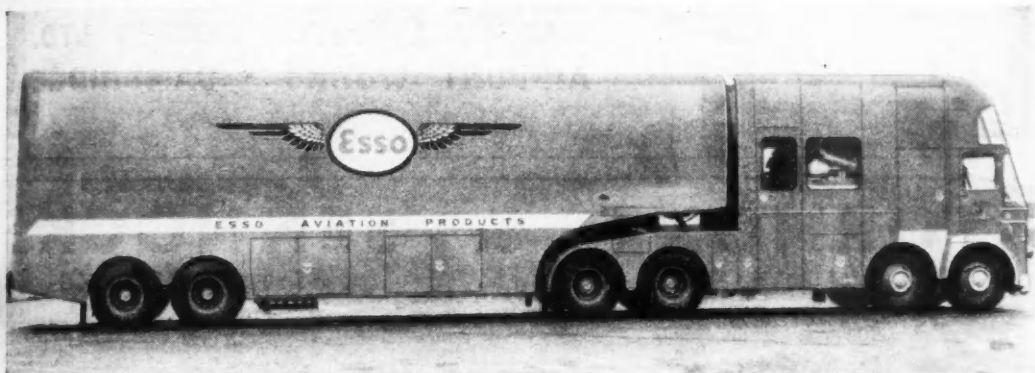
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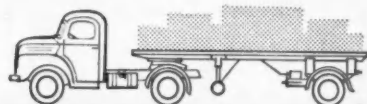


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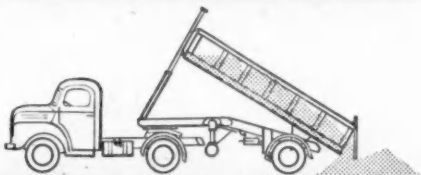
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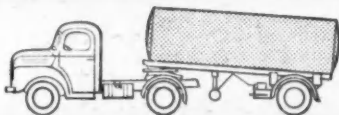
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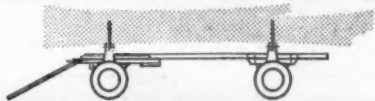
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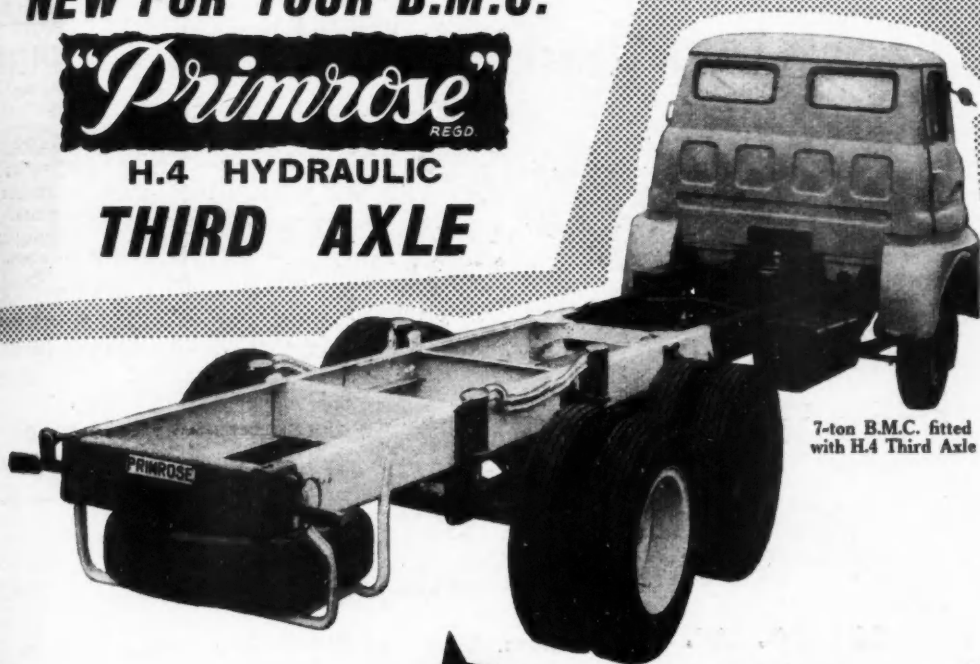
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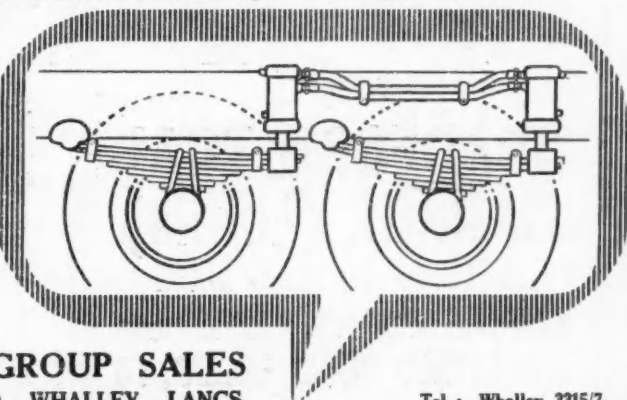


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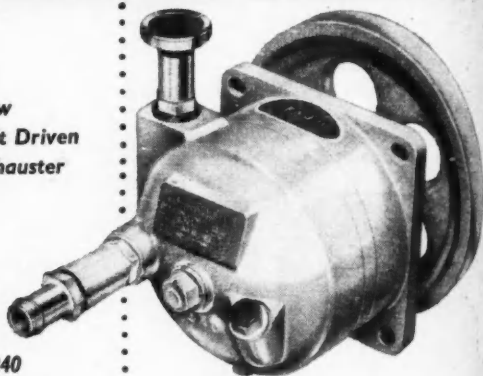
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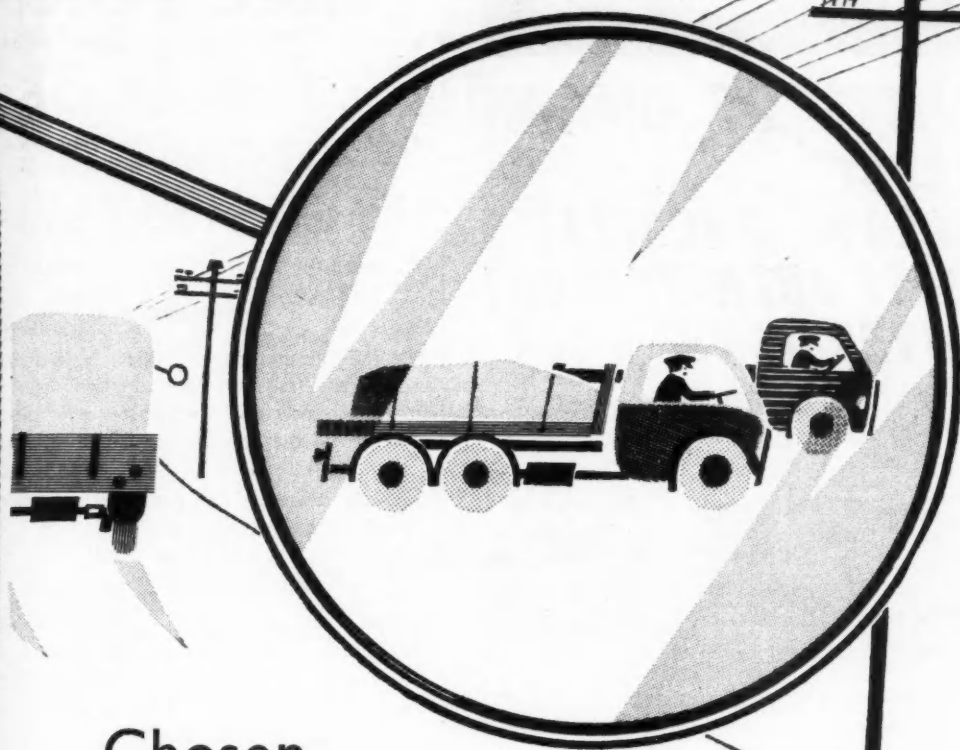


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## MANN EGERTON

CROMER ROAD WORKS, NORWICH, NORFOLK NOR 38N TEL. 47272

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JANUARY 13, 1961  
VOL. 112 No. 2891

## Research : Vital Factor

COMPARED with American practice, expenditure on research by typical British manufacturers—where any such research is carried out at all—represents a relatively high proportion of the market value of the vehicles produced, because of a more limited output. This is inevitable, so it is to the credit of the British industry—and a source of profit—that research projects have mainly been based on a realistic appreciation of operators' immediate problems.

Waste has largely been avoided and it is symptomatic of the industry that, in some cases, a trend originating in America or in a Continental country has been continued by a British maker after concentrated research on essential detail. There is certainly no reason to suppose that connections between British manufacturers and, for instance, American parent concerns bring anything but good.

### *Balanced View*

The necessity to be expedient has bred a balanced view of the practical value of research. Very large sums can be spent on research to no good purpose if the work is haphazardly planned. In fact, the production of an advanced design that has no market value because of faulty detail or costly production reacts very unfavourably on the reputation of the manufacturer. Although vital conservatism might seem to have been the keynote of British makers' research policies, when looking at the end products, such is, in fact, far from the case. Many makers do try out a great many ideas on prototypes. If they are subsequently left off the vehicle, it is only because no maker will put new ideas into production until he is assured they will be worth while. The apparently slow development of air suspension and disc brakes are two current instances.

In fact, the British manufacturers have provided a very substantial contribution to the United Kingdom's export earnings. True, there is at present a slight slump in commercial vehicle exports, compared with the record month of May, 1960, when 14,404 vehicles and chassis of all types were sold outside this country. But when viewed in perspective, even the 9,936 units exported in October last (the latest published figures) had a total value of £7,393,605. In the first 10 months of 1960 British manufacturers exported units worth over £90m. It is almost certain that the full year's total will top £100m.—a fine achievement.

### *Leading the World*

Commercial vehicle operators in this country have considerable reason to be thankful for British manufacturers' efforts, because attempts to export inevitably result in better, more tried, designs being available. This country leads the world, for instance, in semi- and fully-automatic transmission systems. Reviewing the potential of research at a different level, however, shows that a full order book can foster semi-stagnation. Conversely a flagging market produced by competition that is too keen, or by the good-wearing properties of older vehicles, can act as a stimulant to design progress.

When this condition develops, the need for additional funds for research projects can be an acute financial embarrassment to the manufacturer unless it has been provided for in cost schedules. Whilst the majority of makers have the foresight to recognize that long-term research is the basis of stable enterprise, full appreciation of its value should not be dissipated by a smug attitude to a healthy market.

Long-term research is liable to be confused, in practice, with short-term research relating to models being developed for production within a few

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TEMPLE PRESS LIMITED

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Bowling Green Lane, London, E.C.1.

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Telegrams : "Pressimus London Telex."

Telex : 23839.

Cables :

"Telex 23839=Pressimus London."

Branch Offices :

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Telephone : Midland 6616.

50 Hertford Street, Coventry.

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1 Brazenose Street, Manchester.

Telephone : Deansgate 6114-8.

12 Renfield Street, Glasgow.

Telephone : Central 1413

Annual Subscription Rate : £3 10s.

U.S.A. and Canada : \$10.00.

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years. The thought processes of long-term research workers should be divorced from the duress of short-term action, but an essential corollary is an awareness by management of the implications.

How many long-term research test vehicles are in operation, as distinct from advanced prototypes and vehicles equipped to evaluate the characteristics of a particular type of component? It is the responsibility of management to evaluate the period in prospect covered by the long-term research policy of the company. A period of 20 years, although arbitrary, could well be taken as a useful measure. To evolve the vehicle of the future on this basis could produce applicable results in a much shorter time.

How many British manufacturers can claim to be forward thinking to this extent? Taking stock of the future on these lines could be all-important to the industry and, of course, to operators.

### Is it Wise?

**D**EFINITELY a step in the right direction. That will be the reaction of all long-distance haulage members of the Road Haulage Association to the news, in this issue, of publication of the R.H.A. rates guide. The guide is coupled to a code of conduct designed to discourage flagrant rate-cutting. *The Commercial Motor* applauds the move.

Whether the rates committee is wise, however, to charge £3 10s. for each copy is another matter. As value for money £3 10s. is a small price to ask. But it is a large enough sum to discourage some small hauliers who might otherwise benefit from such an invaluable guide.

## Bird's Eye View

### Jack-of-all-Trades

**T**WO weeks ago I light-heartedly referred to a startlingly wide normal user in an application for a carrier's licence; it ranged from carrying tank commodities to furniture. It is possible, of course. Mr. H. G. Bird, of Bonallack and Sons, Ltd., was telling me this week that the vehicle in question would be fitted with alternative demountable bodies built by his company.

A further insight into this comparatively new technique is given by my colleague, P. A. C. Brockington, on pages 836-838 of this issue.

I suppose there is really no reason on earth why, if he could get it licensed, a man should not—in this fashion—own a combined tipper-van-flat-tanker-bus. Perhaps, with Bonallacks' help, Pressed Steel would make it into a road-railer as well. Some advanced operator might even make it a hovercraft, as well.

### Birch and Bar

**I**N our innocence, we sent a Christmas card (lush with huntsmen and hounds apparently out of control outside the old Temple Bar at Theobalds Park) to John Birch, managing director of Birch Bros., Ltd. Mr. Birch is the personality featured above. He thanked us with great courtesy and pointed out that Temple Bar, much as depicted, was their registered trade mark and asked whether we were thinking of infringing it.

B8

### Men Who Make Transport

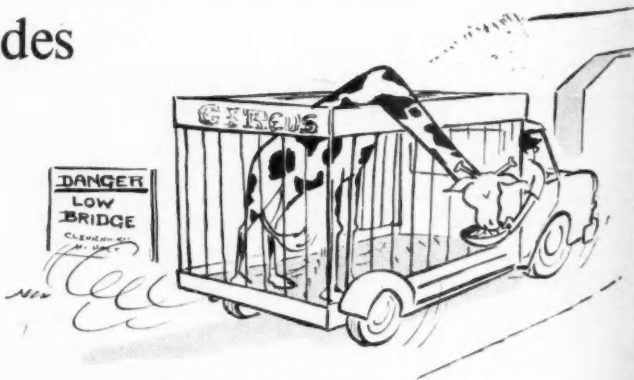
**A** SMALL crowd of curious, maybe somewhat morbid, passers-by gathered in Broad Sanctuary, London, on a day in the year 1846. Just another street accident. A driver had fallen off his cart and seemed to be in a bad way.

At home his wife and two young sons awaited his return in vain. In fact, his neck was broken. But Mrs. Birch—the Widow Birch as London came to know her in succeeding years—overwhelmed as she must at first have been at the sudden tragedy that had afflicted her family, set a firm face towards the future and somehow managed to keep her husband's small business together. It is still flourishing.

Indeed, it has flowered through the years in a fashion that the unfortunate Birch of nearly 120 years ago could hardly have dreamed of: Birch Brothers, headed by John Manley Birch, great-grandson of the firm's founder, today has 200 people on the payroll, operates taxis, coaches, buses, private hire, as well as local services in Bedfordshire and Hertfordshire, and long-distance road links between London, Hitchin, Bedford and Rushton. Here, surely, is the oldest-established road transport organization in Britain—the oldest, at any rate, still in private hands.

It is manifestly impossible to talk to John Birch without discussing history. His functional office in the hidden recesses of Kentish Town is redolent of the past, with its pictures of old London horse-drawn buses which got you around our great Metropolis a good deal more quickly than our red monsters manage to do nowadays. There's a portrait of a great uncle, one of his predecessors in the business. "A tough character, he was," muses his descendant, "a very tough character indeed."

It is a toughness, I judge, characteristic of this remarkable family through the several generations since it entered the transport field. The "Widow Birch" must have been



It seems that the company adopted the mark in commemoration of the fact that their first omnibuses passed under the Bar as long ago as 1847. The route then was from The Monster, Pimlico (presumably a place of refreshment) to Mansion House. John Birch's father handled the reins going through the Bar at the age of nine in 1878, shortly before it disappeared. It was a happy feat he was glad to boast of to the end of his life.

### Under the Spreading . . .

**A** GRIMSBY blacksmith was fined £1 recently for parking his van for more than 24 hours in a parking place. How long had the van been there? Eight weeks.

# John Manley Birch



*Few jobs he could not tackle if he had to—  
Mr. J. M. Birch.*

tough. Her two sons certainly were: they were pitchforked into hard work before they reached their teens—not unusual in those days when people had to look after themselves without the buttress of a kindly Welfare State.

The history of the company in its present form began

in 1899, when the two sons of the "Widow Birch" rejoined forces after a period of separate activity. John Birch started out as a coachbuilder, for which craft he was trained at the London School of Coachbuilding. Then he joined the Brush Electrical Engineering Company as a student, passing through the drawing office, working in the sawmills, and so on, and doing some coachbuilding as well. There he stayed until 1932, when he joined the family business which was still, at that date, a coachbuilding concern on a modest scale. Since then, of course, ventures in many different directions have brought Birch Brothers on to an altogether different plane.

John is especially proud of his pioneer work with diesel-engined taxis. That led to big business: his company supplied 1,400 engines, and in most cases fitted them as well. Now the experiment has been a proven success for years—fuel economy is a notable feature of the diesel taxicab engine, and this has been achieved without sacrificing performance.

## Innovations

Innovation did not stop there. Everybody concerned with the maintenance of vehicles is by this time familiar with the "swimming pool" type of pit. The system involves the excavation of the whole pit area so that it assumes the appearance of a swimming pool. Runways are constructed along which vehicles can be driven, and mechanics are able to move freely about underneath unhampered by dim lighting.

J. M. Birch chalks this up as one of his achievements, and justifiably so. For, in co-operation with a civil engineer, Mr. J. H. A. Crockett, he devised the whole thing. Soon after the new pits had been tested John Birch estimated that the saving of time in various maintenance operations was something like 25 per cent. compared with the old-style pits. Moreover, he thinks that the standard of work shows considerable improvement by virtue of better lighting.

These activities were additional to the running of the Birch routes from Bedford to Rushton, Luton (Vauxhall works) to Henlow Camp, Rushden to London, and others, hiring coaches for private work, holiday excursions, coach tours—for example, to Eire, Wales and the Lake District—and, of course, taxis. The small beginnings of more than 100 years ago have expanded so that today the name of Birch Brothers is known throughout the industry.

## Utilitarian

John Birch works in a strictly utilitarian atmosphere. He is a "shirt-sleeves" man, though not literally. One feels that there are few jobs around the place that he could not tackle were occasion to demand it.

The esteem in which his friends and competitors hold him is evidenced by the many jobs he has been invited to do for the industry: Chairman of the Passenger Vehicle Operators Association from 1947 to 1950; chairman of the Public Transport Association from 1955 to 1957; chairman of the National Road Transport Federation from 1958 to 1960; on the Council of the Institute of Transport (a position he has now relinquished)—these are some of the interests which have kept him busy outside his office, and sometimes, I imagine, inside it too. The City values him and his family. John is a Liveryman of the Worshipful Company of Carmen, of which his brother remains a Master.

The Birches of bygone generations were doubtless rough-and-ready people. They had to be to make a living in bitterly competitive days. John Manley Birch is a worthy successor. Although certainly not rough, my impression is that he's a ready man, well able to look after himself in the special circumstances of the road transport industry today.

H.C.

B9

## By The Hawk

### Calendar King ?

I DO NOT really know who could rightly be accorded the title of "Calendar King," but I do think a strong contender would be the British Transport Commission's publicity designer, Mr. H. D. Muirhead. Apart from a positive flood of general publicity material for the Tilling bus companies' use, every year he produces magnificent calendars for his companies. This year's, which features carriages (horse, not the other firm) maintains his very high standard.

Some time ago the B.E.T. group advertised for a counterpart to Mr. Muirhead—someone they have never had. Whoever he turns out to be, I don't envy him. The competition is too good—which, in a sense, is not such a bad thing. High-class competition stimulates better ideas.

### Belted

A SLOW-MOTION film, taken of live subjects testing nylon seat belts on the rocket sled at the Royal Aircraft Establishment, Farnborough, was shown to the Press recently by British Nylon Spinners, Ltd. It demonstrated that even with violent deceleration of up to 12g, a nylon safety harness provides a firm but gentle restraining action, and there is no sign of any dangerous whiplash effect.

At the same time, we were shown a new nylon harness designed by Michael Richmond, Ltd., which is aimed primarily at fleet operators. This is a revised version of the combined hip belt and shoulder strap harness already available to private motorists. It has an adjustable end-plate so that, with only two sizes, it is possible to fit almost any vehicle. I wonder, though, whether eight-wheeler drivers would use them.

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## NEXT WEEK

- Petrol and Oil Engine Comparative Tests.
- Magistrates Under Scrutiny.
- Are Heavy Tipplers Best?

## R.H.A. to Publish Rates Guide Soon

A RATES guide for long-distance hauliers is soon to be published by the Road Haulage Association, coupled to a "code of conduct." The guide is intended to be confidential and will be available only to R.H.A. members, who will have to pay £3 10s. for a copy.

It is not a rates schedule. Operators offering special services will expect to charge higher rates than those in the guide, the R.H.A. stated this week.

The guide was compiled from rates submitted to the long-distance group of the R.H.A. by hauliers in 77 "key towns," chosen for their position. Basic rates were then calculated for various consignments and tonnages between the key points. A total of 140,000 rates were thus assembled. It is the tremendous work involved in this compilation which, to a large extent, decided the R.H.A. to charge for the guide.

The guide will be in the form of 79 code numbers, ranging from the lowest classification of traffic over the shortest distance to the highest classification over the longest route. Each code number corresponds to six different rates per ton.

## FINDING THE WINNER

THE Vehicle Security Committee of the Road Haulage Association are to meet on Tuesday to consider the entries received for the competition to find the best security device. About 50 entries were submitted.

On Wednesday, the R.H.A. licensing committee will again consider the thorny question of the unlawful operation of vehicles on building and road construction works. They will also give further consideration to a general review of the licensing system.

The public relations committee and the long-distance committee are due to meet next Thursday.

n10

# Accused of Attempt to Defraud Tyre Firms

THE case against eight men charged with conspiring to defraud tyre manufacturers opened at a special sitting of Bristol Assizes on Monday. The prosecution alleged that scrap tyres were submitted as being defective, and concessions, usually in the form of reduced prices for replacement tyres, were allowed.

The accused are: Morton Charles Cullimore, 60, a director of several companies, of Amberwood, London Road, Stroud; George Malcolm Campbell Robertson, 46, of Blakeney Road, Horfield, Bristol; Clifford John Guy, 31, of Blagrove Close, Hartcliffe, Bristol; Raymond Ronald Holcombe, 26, of Hersey Gardens, Withywood, Bristol; John Grant, 30, of Costiland Drive, Hartcliffe, Bristol; William Henry Creed, 67, company director, of Charlton Avenue, Filton, Bristol; John Huggins, 42, of St. Lucia Crescent, Horfield, Bristol; and Ian Keith Marshall, 27, of Hengrove Lane, Knowle, Bristol.

Creed and Cullimore were described as directors of Luxton's Tyre Services, Ltd., Upper Maudlin Street, Bristol, and Guy was said to be the company's manager.

Huggins and Marshall were said to trade as Tyre Services (Bristol), and Robertson on his own account as a tyre dealer. Grant and Holcombe worked for him.

## Forgery Charges

In addition to the charge of conspiring to defraud the Tyre Manufacturers Conference, Robertson and Grant were accused of forgery. Guy was charged with Creed and Cullimore with uttering forged documents.

Marshall, Robertson, Guy, Creed, Huggins and Cullimore were also charged with obtaining credit notes by false pretences.

Opening the case for the prosecution, Mr. Donald Sumner, Q.C., told the jury that the various defendants had obtained from tyre manufacturers concessions to which none of them was entitled. Manufacturers of big tyres, he explained, did not guarantee them but made concessions to the users which could be obtained through a registered tyre dealer on completion of a form that went to a company known as the Tyre Manufacturers Conference.

## Constitution of T.M.C.

The company consisted of all the manufacturers of tyres in this country and was designed to look after their interests generally. When dealing with concessions, the manufacturers always abided by the decisions of a panel set up by the Conference.

Robinson, he said, bought up large quantities of scrap tyres and sorted out the ones to be sent for concessions. Luxton's received them and Guy completed the application form—the trader's part. Holcombe and Grant supplied the fictitious names of users.

Mr. Sumner told the jury they would be surprised to hear that a housewife or

a widow had been named on forms submitted with a view to concessions being granted, as users of heavy lorry tyres.

Cullimore, he explained, was also a haulage contractor and director of Morton C. Gravels, Ltd. The jury would hear also of a "Cullimore Sandpits." But there was no such business; it was just fiction and Cullimore had admitted he knew the company's name was used.

"A very large number of forms were put in in the name of Cullimore Sandpits by Huggins and Marshall, and concessions were obtained," said Mr. Sumner.

Robertson was said to have told the police: "I only did it because to the best of my knowledge it is the accepted practice in the trade."

Marshall said: "I cannot see there is any defrauding of anybody."

Guy was alleged to have said: "I knew what was going on but felt obliged as an employee of Luxton's to continue."

Creed, alleged Mr. Sumner, said he knew Huggins and Marshall were using the names of people who did not own vehicles.

## Four New G.M.C. Six-wheelers

FOUR new goods models have been introduced by the G.M.C. Truck and Coach Division, Michigan, U.S.A. All are normal-control six-wheelers powered by V-6 petrol engines and the standard basic types have gross weight ratings of 15 tons 12 cwt. and 19 tons 3 cwt., each version being available with either vacuum or air brakes. Heavy-duty axles are offered, and these increase the weight ratings to 20 tons 2 cwt. and 21 tons 11 cwt. respectively.

Low cab-floor height is one of the features claimed for the new vehicles, this height being 3 ft. 2 in., with 3-ft. 6-in. long running boards 2 ft. above ground level. Ease of engine access is another claimed feature, the alligator bonnets lifting by 4 ft. to give generous engine exposure. All the models have double-drive rear bogies, with third differentials.

## GOODS APPEALS

THE FOLLOWING appeals are to be heard by the Transport Tribunal at Watergate House, 15 York Buildings, Adelphi, London, W.C.2, at 10.30 a.m.

January 17. W. Viney, Ltd., J. Button and Sons, H. H. V. Guest Road Services, Ltd., E. J. Bennett and Sons, and Frome Warehouses v. Edwards Transport (Frome), Ltd. The British Transport Commission v. Edwards Transport (Frome), Ltd.

January 18. Hill and Sons (Botley and Denmead), Ltd., v. W. G. Golding and Sons, Ltd.



## Brothers Jailed for £14,000 Lorry Hauls

**T**WO brothers were alleged by Mr. Paul Wrightson, prosecuting, at the Old Bailey last Friday, to have evolved a system for defrauding manufacturers by posing as genuine transport contractors.

Geoffrey Michael Ruff, 23, haulage contractor, of no fixed address, was sentenced to seven years' imprisonment after pleading guilty to stealing loads of timber, rubber boots, fluorescent and Tungsten lamps and cases of blackcurrants to a total value of about £2,333. He asked for 15 other similar offences involving £12,105 to be taken into account.

His brother, William Edward Ruff, 30, also a haulage contractor, of Manor Road, Stoke Newington, N.1, found guilty on three charges of stealing 450 boxes of sultanas worth £900, 48 cartons of rubber boots, and lamps belonging to the General Electric Co., was sentenced to four years' imprisonment.

Their cousin, Albert Ruff, 29, firewood dealer, of St. Pancras Way, St. Pancras, N.W.1. and Leslie Maroney, 26, driver, of Flaxon Terrace, King's Cross, N.1, who were also found guilty of stealing the rubber boots and the lamps, were each sentenced to three years' imprisonment.

The jury were discharged from giving a verdict against Geoffrey and William Ruff alleging a conspiracy to steal goods entrusted to them, and against William and Albert Ruff and Maroney in respect of the load of blackcurrants.

### False Number Plates

The brothers evolved a system for defrauding manufacturers by posing as genuine transport contractors when they were nothing of the kind, said Mr. Wrightson. After obtaining possession of goods for transport by road they stole them. They were assisted by Albert Ruff and Maroney, their lorry driver.

The brothers bought two lorries on hire-purchase and then obtained a number of false number plates and stolen road fund and carriers' licences, which were forged to correspond to them.

After goods were stolen, false number plates and licences would be taken off the vehicle and a start made again. The goods which formed the subject of the charges were collected from various firms in Lancashire.

### AUSTIN GEAR-CHANGE ALTERED

**T**HE AUSTIN 152 Omnivan to be exhibited next week at the Brussels Show (see pages 840-841) will have a new floor-mounted gear-change mechanism which replaces the steering-column lever originally fitted. The remote mechanism is almost identical to that used on the recently introduced 10/12-cwt. van, but the gear lever itself has a slightly different shape.

This welcome modification applies also to the Morris versions of this vehicle, known as the J.2 models. At the same time, the Austin Motor Co., Ltd., also announced that their official payload rating for this model had been increased from 15 cwt. to 16/18-cwt., although this rating has actually been in effect for some months now.



## The Last Round-up

*Well known to many lorry drivers in the North, particularly the ones who have had an enforced stay there with their vehicles snowbound on the surrounding moors on the Manchester to Sheffield road, the famous George and Dragon Inn has closed after 315 years. As many as 40 drivers have been stranded there together for as long as five days.*

## Dodge Try Japanese Engine

It is reported from Japan that an Isuzu DA-120 125-b.h.p. oil engine was sent to Dodge Bros. (Britain), Ltd., last year, following approval from the Chrysler Corporation of America. This move took place after a visit of Chrysler personnel to Japan last March and May.

The Japanese unit is stated to have arrived in England in September, and is said to be under test in various Dodge chassis. The DA-120 is a six-cylindrical unit of 6.126-litre capacity, and its governed speed is 2,600 r.p.m.

The sending of this engine is reported to have aroused much concern among the Japanese automotive industry, as it is felt that if Isuzu can succeed in entering into a contract with Chrysler by becoming their suppliers of oil engines, Isuzu's position in the industry would be greatly enhanced.

A spokesman for Dodge Bros. (Britain), Ltd., said: "We are continually investigating diesel engines in various parts of the world and will continue to keep abreast of developments in this field."

## Fleetlines For Sunderland

**A**N ORDER for rear-engined Daimler Fleetline double-decker forward-entrance buses has been placed by Sunderland Transport Department with Transport Vehicles (Daimler), Ltd. This follows an order by Birmingham Corporation (*The Commercial Motor*, November 25) for 10 Fleetlines for experimental service.

Daimlers have received orders, they said this week, worth more than £235,000 for bus chassis from 10 other municipal bus undertakings. These are Gt. Yarmouth, Grimsby and Cleethorpes, Swindon, Northampton, Coventry, South Shields, West Bromwich, Walsall, Derby and Aberdeen.

Gt. Yarmouth have ordered Daimlers for the first time. They, and the others apart from Birmingham and Sunderland, have specified conventional vehicles. Gt. Yarmouth have asked for 27-ft.-long and 30-ft.-long double-deck chassis and single-deck chassis for one-man working.

### THE LEYLAND MILLIONS

**G**ROUP profit, before tax, of Leyland Motors, Ltd., for the year to September 30 last, was £9,161,099, compared with £5,334,901 for the previous year.

After income tax and profits tax, the net profit comes out at £4,624,245, compared with £2,685,630. The annual meeting is to be held on February 22.



## Men in the News

MR. B. G. BUTLER has been appointed secretary of Transport Brakes, Ltd., Bristol, in succession to MR. R. TACHEL.

MR. E. H. B. PALMER, the traffic consultant, is now available again in the Metropolitan area, at Great Amwell House "A," Great Amwell, Ware, Herts.

MR. J. A. WALMSLEY has been appointed sub-manager at the London branch of Bowmaker, Ltd., 55-56 St. James's Street, S.W.1. Joint managers are MR. J. R. THOMSON and MR. L. H. GORD.

MR. G. F. NOAKES, principal stores assistant, has been appointed an officer of the London Transport Executive with the title of stores superintendent. He is responsible to the supplies officer for controlling the stores organization of the Department. Mr. Noakes is 53.

MR. DESMOND LOWE has been appointed advertising manager of the India Tyre and Rubber Co., Ltd. Mr. Lowe joined the tyre industry in 1937 and joined the India tyre concern after demobilization. Latterly he has been assistant advertising manager, working with the late MR. R. M. DAVIS.

MR. J. WOOD has been appointed principal catering assistant, London Transport.

MR. H. J. BILLING, sales director of Metalastik, Ltd., has been appointed to the board of the John Bull Rubber Co., Ltd., Leicester.

MR. S. H. LEAKE has resigned his appointment as a part-time member of the London Transport Executive owing to the increasing demands of his personal interests.

MR. P. M. KENNETT, a field-service engineer with Leyland Motors, Ltd., leaves England by air today to start a 28,000-mile servicing trip through the Caribbean and South America.

MR. A. BROOMHEAD has been appointed deputy managing director of Thos. Firth and John Brown, Ltd. MR. F. WORTLEY, a director of the company, has been appointed general works manager.

MR. WILFRED WADHAM, director of Wadham (Holdings), Ltd., Watlington, has been appointed technical director. MR. A. E. I. BARRETT has been appointed service executive of the company.

MR. A. H. EVERITT has been appointed a director of the National Plywood Cor-



Mr. W. A. Galbraith

MR. W. G. WOODS, who was in charge of the contracts and developments section of Chloride Batteries, Ltd., has retired after 32 years' service with the company.

MR. WALTER ANDERSON GALBRAITH has been appointed sales director of The Yale and Towne Manufacturing Company's British Materials Handling Division at Wednesfield, Staffs. Mr. Galbraith joined Yale in November, 1959, as general sales manager of the British Materials Handling Division, and was formerly chief sales engineer in Babcock and Wilcox's Materials Handling Division.

### Obituary

WE regret to record the death of MR. A. E. OAKDEN, MR. MICHAEL GARNET KEELER, MR. JOHN BAILEY, MR. PERCY BONALLACK and MR. J. J. EDGAR.

Mr. Oakden had been transport manager of Johnson Brothers (Hanley), Ltd., for 10 years. He was 50 years of age.

Mr. Keeler, who was 69, represented Small and Parkes for the sales of industrial friction materials and industrial textiles in the Sheffield area. His association with the company dated from 1918.

Mr. Bailey, proprietor of Bailey's Bus Services, of Fangfoss, near Pocklington, Yorks, was 56. He was a former chairman of the York sub-area of the Road Haulage Association, and vice-chairman at the time of his death. He was a bachelor.

Mr. Bonallack, of Woodford Green, Essex, a former partner and director of Bonallack and Sons, Ltd., of Basildon, was 77. He was the brother of Mr. Walter Bonallack, chairman of the company until 1957, and the uncle of the present chairman, Mr. R. F. Bonallack.

Mr. Edgar, who recently retired from his post as senior traffic examiner of the Northern Traffic Area was awarded an M.B.E. in the latest New Year Honours list. He had served with the Ministry of Transport since the inception of the 1930 Road Traffic Act, and became a traffic examiner in 1936. Mr. J. A. T. Hanlon, the Northern Licensing Authority, said that Mr. Edgar was a "most valued" member of his staff.



Mr. W. G. Woods being presented with Premium Bonds worth £73 by Mr. C. F. Pritchett, director and general manager of Chloride Batteries, Ltd. In the centre is Mr. A. C. Stewart, sales manager.

MR. JOHN MCHUGH, chief engineer (vehicles); MR. GERRY WARING, proving and development engineer; and MR. J. MCGOWAN, press-work-section engineer, formed a party from Leyland Motors, Ltd., who flew to the U.S.A. last Saturday to attend the 1961 International Congress and Exposition of Automotive Engineering, being organized by the Society of Automotive Engineers in Detroit. The Congress started on Monday and ends today, after which the Leyland engineers intend to visit factories of the three largest American vehicle manufacturers.

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poration, Ltd., a member of the Gliksten group of companies. MR. R. C. J. PASOLA and MR. A. BROWN are appointed directors of Gliksten Export Sales, Ltd.

MR. H. EVAN PRICE, a member of Dunlop's Birmingham board, was awarded the M.B.E. in the New Year Honours list for his work with the City of Birmingham Special Constabulary of which he is Chief Commander. Mr. Price is on the board of the Dunlop Rim and Wheel Company and is an official of the British Cycle and Motor Cycle Industries Association, Ltd.

## Old Customers Left to Their Own Devices

THE question of whether additional vehicles should be granted to serve old customers whose goods had been displaced by more remunerative traffic, was raised before the North Western Licensing Authority, Mr. F. Williamson, at Liverpool on Tuesday. Mr. D. R. Pass, Boundary Farm, Banks, Southport, was seeking to add an articulated unit to his A licence, to which the British Transport Commission and three independent operators objected.

Mr. J. Backhouse, for Pass, said he had two similar "artics" on A licence, with a wide normal user, whose earnings had increased from just over £3,000 to more than £7,000 in 12 months. Until six months ago work done for Ferry Trailers, Ltd., a subsidiary of British Road Services, was 65 per cent. of the total. Now it was practically 100 per cent., and other customers' needs were not being met. Drivers were being worked seven days a week and vehicles were in for maintenance only once in five or six weeks.

### No Hiring Allowed

Questioned by Mr. G. H. P. Beames, for the B.T.C., Mr. Pass said Ferry Trailers' work into and out of Preston was good traffic as they supplied tractors only. Trailers, sheets, ropes, etc., were supplied by the customer. But Ferry Trailers would not allow hiring and when he sought to work his vehicles four days a week only for them, so that he could serve other customers, he received an ultimatum that they must work full time. There was a shortage of tractors with Scammell couplings.

Mr. Beames submitted that because of its attractiveness there was no shortage of hauliers for Ferry Trailers' work. They were not supporting the application and the evidence by four witnesses of a need for facilities in Western Lancashire to haul farm produce to market, could be covered by a limited B licence.

### Left Other Customers

Mr. Williamson said the applicant was largely the author of his own difficulties. For 10 or 12 years he had worked for local farmers and the Ministry of Food, and had now concentrated on Ferry Trailers and left his other customers to their own devices. He was not satisfied that the farmers would benefit if an additional vehicle was granted with a wide normal user—it might well go to Ferry Trailers.

After the parties had agreed to a normal user restricted to the farm work, the application was granted.

### HIGHER FARES SOUGHT

MOST of the big Midlands bus and coach companies have filed applications to increase fares on express services by 8½ per cent. Some of these are also seeking to increase excursion and tours fares.

Reason for the application is summed up in the words of a spokesman of the Trent Motor Traction Co., Ltd., who said: "These increases are caused by wage rises and the introduction of a shorter working week."

## The Trimming of an Open User

A HAULIER who operates two vehicles on A licence in the North Western traffic area, one with a normal user of general goods, Great Britain, and the other restricted to Liverpool and Manchester districts, had his open user trimmed at Liverpool on Tuesday after telling the North Western Licensing Authority, Mr. F. Williamson, that to some extent they worked together and it was news to him that the normal user of the second vehicle was so restricted.

He was Mr. E. Hesketh, a partner in E. Hesketh and Sons, Rainhill, who sought renewal of an A licence for one vehicle, which was opposed by the B.T.C.

Mr. J. Edward Jones, for the applicant, in face of the objection to general goods, Great Britain, submitted that the figures justified a normal user of "glass, machinery, steel and provisions, electrical appliances and equipment and carbon brick; Lancashire, Cheshire, Yorkshire, Midlands, South Wales, West of England, Scotland, London and South Eastern Counties."

The submission of Mr. G. H. P. Beames, for the B.T.C., that 160 of the 191 journeys were to the first six areas mentioned and no more was justified, was supported by Mr. Williamson, who said that in view of the user of the second vehicle, this one also should be restricted. The applicant agreed and the renewal was granted.

### NEW LAYCOCK DEPOT

THE new Scottish area sales and service depot built for the garage equipment division of Laycock Engineering Ltd., was opened on Wednesday at Wilson Place, Nerston, East Kilbride, Glasgow.

The new depot, under the managership of Mr. George Affleck, serves the northern counties of England, the whole of Scotland and Northern Ireland.

## T.U.C. and the Transport White Paper

### From Our Industrial Correspondent

T.U.C. chiefs are to see Mr. Ernest Marples, Minister of Transport, next Wednesday to discuss with him the Government's proposals for the nationalized transport industry. The union leaders are anxious to get from him clarification of a number of points in the Government's recent White Paper. They feel that some parts are obscure and others contradictory.

One is the position of the nationalized section of road transport, which under the plan would come under a new holding company. They will want to know in much greater detail how this company will operate and what its functions will be.

They are also anxious to know just what the Minister's own powers of control and co-ordination are going to be in the new railway set-up proposed in place of the British Transport Commission.

The union deputation will be headed by Mr. Fred Hayday of the National Union of General and Municipal Workers, who is chairman of the T.U.C. nationalized industries committee. It will include Mr. Frank Cousins, general secretary of the Transport and General Workers' Union, as well as leaders of the three railway unions.

Besides seeking information, the deputation will put forward their own views for improving the scheme.

T.U.C. policy, reaffirmed as recently as the last congress at Douglas, Isle of Man, last September, favours an integrated transport system covering road, rail, water and air services.

This presupposes some central co-ordinating authority, and the union chiefs will, in principle, oppose any further decentralization.

### CHEQUES FOR DRIVERS

ON behalf of the Michelin Tyre Co., Ltd., the Lord Mayor of Stoke-on-Trent will present cheques tomorrow to two drivers of the Michelin company, Mr. D. Roberts and Mr. R. Davies, winners of *The Commercial Motor* diplomas of merit in the 1960 Lorry Driver of the Year competition.



Another new British vehicle which will be in Belgium during the Brussels Motor Show, due to open next Wednesday, is this Smith's N.C.B. battery-electric delivery vehicle. It is one of several supplied recently to the Ganco organization in Ghent, and is used on Coca-Cola deliveries.

## Six More Vehicles for Northern Steel Carriers

SIX vehicles were granted to two Northern hauliers for the conveyance of long lengths of steel at Stockton on Tees last week by the Northern Licensing Authority, Mr. J. A. T. Hanlon who, during his decision, criticized the transport manager of Dorman Long (Steel), Ltd., for not attending the court.

The companies concerned, Sunter Brothers, Ltd., of Northallerton, and Siddell C. Cook, Ltd., of Consett, were applying for four articulated vehicles and three articulated pole vehicles, respectively, all on short-term.

For Sunter Brothers, Mr. T. H. Campbell Wardlaw said that his clients wished to operate the vehicles, 40 ft. in length, on normal users authorizing machinery, plant, steel, abnormal and indivisible loads and long lengths, "to and from all parts of Great Britain."

To meet the objectors, the applicants were prepared to give an undertaking that the vehicles, if granted, would be used solely to convey loads exceeding 30 ft. in length and would not be employed on any other traffic.

### Not Applicable

Mr. I. Robey, for the B.T.C., objecting, submitted that under the provisions of Section 170 of the new 1960 Act, short-term licences could only be granted on a temporary basis for the purposes of a seasonal business, for executing a particular piece of work, or for any other purpose "of limited duration." None of those conditions applied to the application.

That section of the Act should not be used as a bridge between an application and the substantive hearing and decision. Not only would it be opening a back door into the haulage industry, but it would be a second front door. The result would be chaos and would destroy the balance of transport entirely.

Giving his decision, Mr. Hanlon said that until the recent judgment in the B.T.C. v. Siddell C. Cook appeal, short-term licences had been granted "without prejudice" to the consideration of the substantive application, and it had always been taken that the working figures of operations under the short-term licence would not be used as support for the substantive application.

### Full-scale Trial

The expression had now ceased to have any meaning. "This, in my view, is likely to react against the industry and against flexibility of transport, unless, in future, licensing authorities say they won't grant short-term licences unless an applicant undertakes that he won't put the figures in at the substantive application," said Mr. Hanlon. There would have to be a "full-scale trial" if a short-term application was opposed.

Granting Sunter's four vehicles, Mr. Hanlon said that it was most undesirable that there should be any *ad hoc* arrangements to carry special-type traffic on vehicles not designed for that purpose.

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Dealing next with the application of Siddell C. Cook, Ltd., Mr. Wardlaw said that the application was for three vehicles to carry steel and steelwork to and from all parts of Great Britain.

Mr. Siddell C. Cook, the managing director, said that the application was based mainly on increased demands by Dorman Long (Steel), Ltd., who refused to send a witness to support the application. Instead, they had sent a letter to the Authority enclosing a memorandum giving particulars of loads that were unable to be uplifted by road hauliers on specific dates.

### Two Vehicles Granted

Cross-examined by Mr. Robey, for the objectors, Mr. Cook said that the substantive application would be for six vehicles.

Granting two out of the three vehicles asked for, Mr. Hanlon said that in their memorandum Dorman Long's had expressed surprise that the applicants had opposed a recent application by another haulier.

They did not seem to understand how an applicant could do this while, at the same time, he was asking for additional tonnage. If they took the trouble to send a representative, they would soon find out what the position was.

"I am surprised that the transport manager of this great company does not take the trouble to come and find out what is going on. I suppose he finds out from the technical Press, but I do not think it meets with the needs of the administration of the Road Traffic Act."

### FORTHCOMING EVENTS

- January 18-29.—Brussels Motor Show.
- February 2-11.—Amsterdam Motor Show. (Cars only.)
- February 6.—Institute of Transport Metropolitan Section: "The Work of the Design Panel of the British Transport Commission," by C. Bauman.
- March 3.—The Transport Golfing Society Annual Dinner and Dance, Majestic Hotel, Harrogate.
- March 5-14.—Leipzig Spring Fair.
- March 7.—Motor and Cycle Trades Benevolent Fund, Annual General Meeting, Connaught Rooms, London.
- March 13.—Institute of Transport, London: "Mass Transportation," by L. C. Hawkins, L.T.E.
- March 16-26.—Geneva Motor Show.
- March 24.—Institute of Transport Annual Dinner, Dorchester Hotel.
- April 10-21.—Scottish R.P.T.A. Conference, Turnberry.
- April 22-23.—British Coach Rally, Brighton.
- May 11-17.—International Union of Public Transport Congress, Copenhagen.
- May 16-18.—Public Transport Association Annual Conference, Eastbourne.
- May 29-June 7 (provisional).—Institute of Transport visit to Belgium.
- June 5-9.—Institute of Public Cleansing Annual Conference, Aberdeen.
- September 21-October 1.—Frankfurt Motor Show.
- October 5-15.—Paris Motor Show. (Cars only.)
- October 17-18.—Road Haulage Association Conference, Brighton.
- October 18-28.—Earls Court Motor Show.
- October 25-November 8.—Turin Motor Show.
- November 10-18.—Scottish Show, Kelvin Hall, Glasgow.

### £602 Wheels Fetched £79

FOURTEEN heavy-duty wheels worth £602 were stolen from a firm of haulage contractors by two lorry drivers, it was stated at Rotherham. Jack Brown, 38, of Mitchell Road, Sheffield, and Norman Smith, 39, of Bowden Wood Road, Sheffield, pleaded guilty to stealing the wheels from Mason Bros. (Haulage and Storage), Ltd., of Wilton Lane, Rotherham.

The men were each fined £20 with £79 compensation—the £79 being the amount they got from selling the wheels.

### Tributes to Mr. W. P. James

TRIBUTES were paid to Mr. W. P. James, the West Midland Licensing Authority, at Hanley on Monday, when he presided at his last inquiry there before his retirement and the starting of a new appointment with the Air Transport Licensing Board.

On behalf of members of the Bar and the British Transport Commission, Mr. G. P. Crowe thanked Mr. James for the patience and courtesy with which he had always handled their cases, and wished him health and happiness in the future.

Mr. G. C. Tinsdill, on behalf of solicitors, said a Licensing Authority's job was not an easy one, but throughout the time he had appeared before Mr. James he had never known an applicant to criticize the way in which a case had been handled.

### Bedford Sales Leap

PRODUCTION of Bedford commercial vehicles rose by 20 per cent. during 1960 compared with 1959, the total output exceeding 100,000 units for the first time. Mainly responsible for this increase were sales of medium-capacity goods vehicles and passenger chassis, the output of which increased by 26.6 per cent; production of light vans rose by 9.4 per cent.

During 1960, 38,388 light vans were produced, of which 5,907 were exported, whilst 67,896 goods and passenger chassis were built, those exported totalling 46,310.

### REES JEFFREYS STUDENTSHIP

APPLICATIONS are invited for a Rees Jeffreys studentship at the London School of Economics. It is open to any person who has been engaged in the administration of transport, including road transport, or in the production of transport equipment or facilities.

The studentship, value £500, will be tenable from October, 1961, for one year in the first instance, but may be renewed for a second year. Applications, forms for which are available from the Registrar, The London School of Economics, Houghton Street, Aldwych, W.C.2, must be returned not later than June 30.



## Yorks Objections to Grant in Northern Area

DESPITE objections by six Yorkshire area caravan haulage contractors, the Northern Licensing Authority, Mr. J. A. T. Hanlon, partially granted an application by Quinn and Hall, of Darlington, to add two articulated vehicles to their B licence, at Stockton-on-Tees last week.

For the applicants, Mr. A. S. Hare said that the vehicles were at present operating under contract A licences with the Astral Caravan Co. of Hull—one with a platform of 35 ft. and the other of 30 ft. There was a substantial demand now for the longer "over-sized" caravans which could not legally be towed.

Mr. J. E. Hall, a partner in the applicant firm, said that there was still a great shortage of transport for moving the longer caravans legally. They had lost valuable customers because of their inability to cope with demands made upon them.

Asked about the suitability of vehicles to carry the longer vans, Mr. Hall said that in his opinion vans of 26 ft. could not be safely moved on double-loaders. Not only was the amount of overhang dangerous, but there was a likelihood of damage to the vans.

Regarding carrying over-sized vans on special trailers, Mr. Hall said that this was rather "skating round the law," and in view of the balance of a two-wheeled trailer being so "critical" with regard to safe towing, he did not see how any two-wheeled trailer could be designed to provide safe towing for different types of caravan.

Whilst it may be possible to design a

trailer for one specific length of caravan, it would be impossible to have one that was variable.

His firm had discussed the matter with the Rover Co., Ltd., whose view it was that the maximum possible weight which the frame of a Land-Rover could be subject to was between four and five tons. It was significant that the objectors had tried these trailers and appeared to have rejected them.

Cross-examined by Mr. R. E. Paterson, for several of the objectors, Mr. Hall said that because of the rates quoted by the objectors, they could no longer economically operate articulated vehicles under contract licence.

### "Not Unsafe"

Each of the objectors gave evidence of loss of business because of the activities of the applicants who, they contended, had vehicles stationed in the area. They refuted the allegation that double-loaders were unsafe, though some were obtaining articulated vehicles because manufacturers preferred them.

Mr. Paterson submitted that it appeared that the major portion of the applicant's work was done for customers outside their geographical area, and suggested that if the Authority found there was a need, it should be limited to the necessity for assisting local difficulties.

Giving his decision, Mr. Hanlon said he was satisfied that a case had been made out for one vehicle only, subject to the surrender of a vehicle on the contract A licence.

## A.E.C.'s Firm Export Policy

VIGOROUS steps to increase their business overseas has been taken by Associated Commercial Vehicles, Ltd., reports Lord Brabazon of Tara, chairman, in his annual statement to shareholders. In the home market, the demand for the company's products indicated that further increases in turnover would take place in the current year.

A.E.C. had increased their substantial holding in J. H. Plane Africa, Ltd., which was progressively manufacturing their range of vehicles and was managing their distributorship for both South Africa and Rhodesia. Sales for those territories showed a substantial increase over their previous level.

The Belgian subsidiary, A.E.C. Continental S.A., was operating profitably, and the manufacturing and distributorship agreements entered into with two companies in Holland would, to a large extent, offset the adverse repercussions they might otherwise have experienced through the formation of the European Common Market.

In Canada they had appointed Orenda Industrial, Ltd., as distributors for the range of A.E.C. industrial engines and there were now more than 1,000 A.E.C.-engined Can-Car buses in Montreal alone.

"Our export policy is to strengthen our representation in all parts of the world," said Lord Brabazon.

Net profit, as reported earlier, was £783,357.

### VANISHING PROFITS

FOR the half-year ending September 30, last, Birmingham Transport Department report a net profit of £28,100, compared with a profit of £126,808 for the same period of 1959. A continued drop in passenger receipts and additional operating costs are blamed for the decline.

A deficit is expected for the year ending March 31 next.

Despite a slight recent improvement in recruiting, there was still a shortage of 379 drivers and 270 conductors at December 1.

### A.E.C. "ARTICS." FOR POLAND

INTENDED for operation in the Tatras mountain ranges, four A.E.C.-Eagle articulated outfits have recently been exported to Poland for work on oil-well exploitation projects. The tractive units are Militant 6 x 6 vehicles, with A.E.C. 11.3-litre oil engines, five-speed constant-mesh gearboxes and separately mounted auxiliary and transfer boxes.

Winch gear with a capacity of 25 tons is carried behind the cab, whilst the cabs themselves are special Duramin assemblies with two sleeping bunks. The outfits can cope with payloads of 20 tons and will operate at 40 tons gross train weight.

The overall length is 63 ft., and before being shipped to Poland the vehicles were extensively tested at the Fighting Vehicle Research and Development Establishment at Chobham.



The rear bogie of one of the A.E.C. Militants which have been sent out to Poland is seen undergoing articulation tests at the F.V.R.D.E. Four of these A.E.C.-Eagle outfits will be engaged on oil-well operations in the Tatras mountains.

## Preston Fares Raised

### "More New Buses Needed"

**A**N application for higher fares, described by Mr. F. W. Williamson, chairman of the North Western Traffic Commissioners, as "reasonable," was granted to Preston Corporation last week.

The increases, which come into effect on Monday, affect all fares above the present 3½d. charge, to which ½d. will be added. Children's fares will be raised accordingly, but concessionary fares for old-age pensioners will remain unchanged.

Preston local services, operated jointly with Ribble Motor Services, Ltd., and Scout Motor Services, Ltd., are also

concerned in other new fares increases.

The Town Clerk of Preston, Mr. W. E. E. Lockley, said it was anticipated that the undertaking would have a deficit of £6,551 by March 31 next. If the application were not granted the deficit in 1962 would be £18,810.

The proposed new fares would bring in an estimated additional £15,000 a year.

The general manager, Mr. W. Barker, said that seven new buses were on order, and the reserve fund would be needed for further fleet replacement. Mr. J. Eyles, borough treasurer, said that new buses would be needed in 1963-64.



*A D 433 four-cylindrical two-stroke horizontal oil engine powers the new Krupp O 124 bus, which can accommodate 96 passengers, with seating for 31. The 3.25-litre engine develops 110 b.h.p. and has light-metal cylinder head and crankcase. The bus has air springs and independent front suspension, and its gross operating weight is 12½ tons. It is being built for use in Essen.*

## New Transport Companies

**C. Lutman and Son, Ltd.** Cap. £250. Dirs.: C. Lutman, Mrs. D. M. Lutman and C. J. Lutman, 71 Mansfield Hill, London, E.4. Sec.: C. J. Lutman. Reg. office: 71 Mansfield Hill, London, E.4.

**James Canning and Sons, Ltd.** Cap. £20,000. Dirs.: J. Canning and J. Canning, junr., 251 Leyland Lane, Leyland. Reg. office: 251 Leyland Lane, Leyland.

**Garratt (Glaston), Ltd.** Cap. £4,000. Dirs.: N. E. Garratt and Miss B. A. S. Garratt, Main Street, Glaston, near Uppingham, Rutland; A. P. Bowley, Wakerley, near Oakham. Sec.: A. P. Bowley. Reg. office: Main Street, Glaston, near Uppingham.

**Hunts of Studley (Removers), Ltd.** Cap. £100. Dirs.: A. Hunt and Mrs. W. L. Hunt, The Slough, Studley, Warwick. Sec.: W. L. Hunt. Reg. office: The Slough, Studley.

**Richard Lazenby, Ltd.** Cap. £2,000. Dirs.: R. P. Lazenby and Mrs. B. Lazenby, The Old Cottage, Askham Bryan, York. Sec.: R. P. Lazenby. Reg. office: Hull Road, York.

**Triangle Traffic Services, Ltd.** Cap. £100. Dirs.: H. J. Baker, 11 Ranskill Road, Boreham Wood, Herts; H. Dorras, 2 Groveley House, Woodberry Down, London, N.4; and C. H. Hogger, 8 Newhill House, St. Leonard Road, London, E.3. Sec.: L. Finn. Reg. office: 18 Charing Cross Road, London, W.C.2.

**Andrews Amalgamated Services, Ltd.** Cap. £100. Dirs.: H. V. G. Newell and G. M. Newell, 3 Kenton Avenue, Southall; A. H. Newell, 2A Greenway Gardens, Greenford. Sec.: G. M. Newell. Reg. office: 1 Merrivale, London, N.14.

**Quickservice Transport, Ltd.** Cap. £2,000. Dir.: A. J. Jacobs, 31 Stradbroke Grove, Buckhurst Hill.

**J. R. Holdsworth, Ltd.** Cap. £1,000. Dirs.: J. R. Holdsworth and M. Holdsworth, 32 Gaynes Hill Road, Woodford Bridge, Essex. Sec.: F. H. Eiles. Reg. office: 83-85 St. Mary Road, London, E.17.

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**Charman Haulage, Ltd.** Cap. £100. Dirs.: S. Charman, 26 New Road, Smallfield, and J. T. Core, White Walls, Central Drive, Elmer Beach, Sussex. Sec.: S. Lee. Reg. office: White Walls, Central Drive, Elmer Beach.

**Holloway Transport, Ltd.** Cap. £100. Subs.: J. S. Keesling, 11 Upper Grotto Road, Strawberry Hill, Middx; and J. H. Schotness, 77 Green Lane, Edgware, Middx. Sec.: J. S. Keesling.

**W. Pyne and Sons, Ltd.** Cap. £5,000. Dirs.: G. Pyne and Mrs. A. M. Pyne, 26 Malden Road, Harrogate, M. E. Sharpe and D. D. Sharpe, 17 Leyland Road, Harrogate, Mrs. D. Robertson, 18 Rydal Road, Harrogate. Sec.: D. D. Sharpe. Reg. office: The Garage, 2A Camwall Road, Starbeck, Harrogate.

**James Young and Sons (Stroud), Ltd.** Cap. £15,000. Dirs.: J. V. Young, Mrs. J. M. Young and D. V. Young, Hillcrest, Slad Road, Stroud. Sec.: J. M. Young. Reg. office: Hillcrest, Slad Road, Stroud.

**E. R. Bilson (Brick Haulage), Ltd.** Cap. £1,000. Dirs.: E. R. Bilson, 56 Wards Walk, Leicester Forest East, and S. H. Wilkes, 38 Syson Road, Queniborough. Sec.: D. E. Bilson. Reg. office: 56 Wards Walk, Leicester Forest East.

**R. Diamond and Son, Ltd.** Cap. £1,000. Dirs.: R. Diamond and Mrs. E. Diamond, 102 Mackets Lane, Hunts Cross, Liverpool, and K. Diamond, 5 Lyndor Road, Woolton, Liverpool. Sec.: E. Diamond. Reg. office: 102 Mackets Lane, Hunts Cross, Liverpool.

**Happy Wanderer Coaches, Ltd.** Cap. £500. Dirs.: R. West and Mrs. T. West, 2 Compton Walk, Laindon, Essex. Sec.: T. West. Reg. office: Dorset House, High Road, Laindon.

**JHB Carriers, Ltd.** Cap. £100. Dirs.: G. O. James, 22 Greenhill Park, London, N.W.10, M. E. Harbert, 2 Helder Street, Croydon, and D. Burnicle, 13 Witely House Redlands Way, London, S.W.2.

## Soaring Costs Hit Newport

**N**EWPORT'S buses incurred a loss of £1,792 during November, Mr. R. A. Hawkins, general manager, told the transport committee.

Total traffic revenue for the four weeks ended November 26 was £46,038—a rise of £1,790 over the same period in 1959. But working expenses rose by £2,258 to £44,694.

The transport department are still concerned about staff shortages, and a special report will be submitted to Newport town council showing how many drivers left the department between April 1 and December 31 last year, whether they were trained by the department, and the number of conductors available for training as drivers.

## Appeal Turned Down

**T**HE appeal by Gillards, of Normanton, against the Yorkshire Traffic Commissioners' refusal to grant an express service between Normanton and Clethorpes, has been turned down by the Minister of Transport.

In his decision, the Minister states that he agrees with the inspector's view that if Gillards' service were extended to Wakefield it would be bound to abstract from railway traffic between Wakefield and Clethorpes. Evidence of demand from an extended road service was weak and did not justify the prospective abstraction from the railways.

Gillards' application for an increased vehicle allowance was also refused.

## SERVICE MECHANICS

**T**HE examination for the National Craftsman's Certificate for vehicle service mechanics is now open to candidates from Scotland and Northern Ireland.

Full details of this scheme are set out in Ministry of Education leaflet "Rules 115" which is available from H.M. Stationery Office, price 3d., and correspondence should be addressed to The Secretary, Joint Committee for the National Craftsman's Certificate, 201 Great Portland Place, London, W.1.

## BESI EXPANDS

**L**ONDON Transport are to extend their trials with BESI—Bus Electronic Scanning Indicator—equipment to another five Central bus routes. The device, in use for the past three years on the Camden Town-Putney Heath service, consists of "scanners" which transmit information to headquarters and enable remedial action to be taken when service regularity is affected by traffic congestion.

The extension of the scheme is part of London Transport's efforts to reduce the effect of these delays on other bus services running through Central London.

## NEW CHEVROLET PLANT

**A** NEW plant at Ferment, near San Francisco, as part of a major expansion programme, is planned by General Motors' Chevrolet Division. The new plant, Chevrolet's 14th assembly point, will produce cars and lorries after its completion in the autumn of 1962.



a  
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miles  
ago...

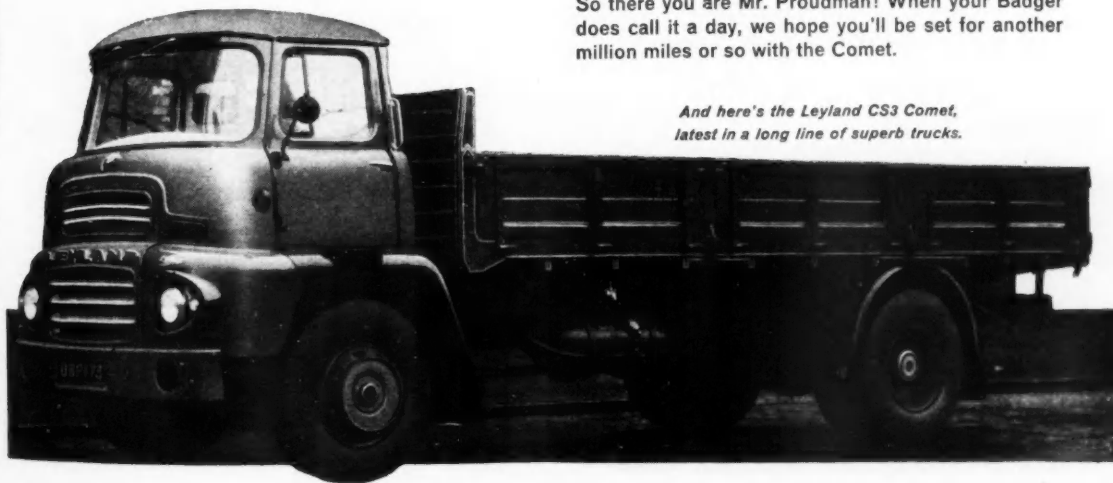


*Here is the mileage millionaire Leyland Badger with its proud owner*

**MR. PROUDMAN** picked a winner...

**Leyland**

*for lifelong reliability*



*And here's the Leyland CS3 Comet, latest in a long line of superb trucks.*

Way back in 1932 a Leyland Badger caught the eye of owner-driver Mr. W. Proudman of Tamworth, Staffs. Even then Leyland was a name to conjure with, and Mr. Proudman didn't hesitate.

What a good buy it proved. For though the last Badger has long since rolled off the production line, Mr. Proudman's little investment still pays dividends. A million miles was passed a while ago, and the only renewals have been a replacement engine in '47, two half-shafts and brakes re-lined twice.

That's a handsome tribute to Leyland craftsmanship, and, we might add, to the owner's care and maintenance.

Badgers are no more. But, what might be described as its great-grandson, the Leyland Comet, is just about as good again. A magnificent 7-8 tonner which combines the Leyland virtues of extra power, superb economy and incredibly long working life.

So there you are Mr. Proudman! When your Badger does call it a day, we hope you'll be set for another million miles or so with the Comet.

# WHAT'S SO GOOD ABOUT REGENT REMOULDS THEN?

Regent remould not only conventional tyre types, but also steel, rigid breaker and modern fabric tyres.

**And Regent are the tops in remoulds, in every type and size.**

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all steel, rayon and  
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## EXTRA RUGGED REGENT BI-WAY REMOULDS

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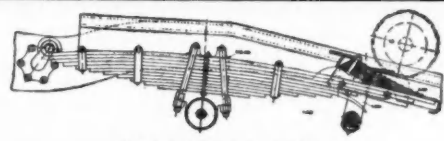
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**REGENT  
REMOULDS**



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minimises tyre wear, bodywork  
and load damage!



BRITISH PATENT No. 746322

## *Now adapted to Tractor Units*

**WHICH MEANS SIMPLIFIED COUPLING, REDUCED VIBRATION AS WELL AS MINIMISED TYRE WEAR, BODYWORK AND LOAD DAMAGE.**

This original type of progressive suspension is designed to overcome the harsh riding conditions experienced with the conventional suspension on unladen or lightly laden vehicles. The swinging rear shackle is replaced by a flexible cantilever spring working in conjunction with a longer main spring. When unladen only the tips of these springs are in contact, thus allowing large deflections . . . as the load increases the cantilever and main spring roll together, shortening the effective length of the springs and progressively increasing the stiffness of the suspension.

**Conversion sets are available for all makes of tractor units and semi-trailers, heavy commercials, tankers, ambulances, cross country vehicles and P.C.V.s.**

*Conversion of Ford Thames Tractor 4D carried out by Merriworth (Engineering) Ltd., Dartford, Kent.*

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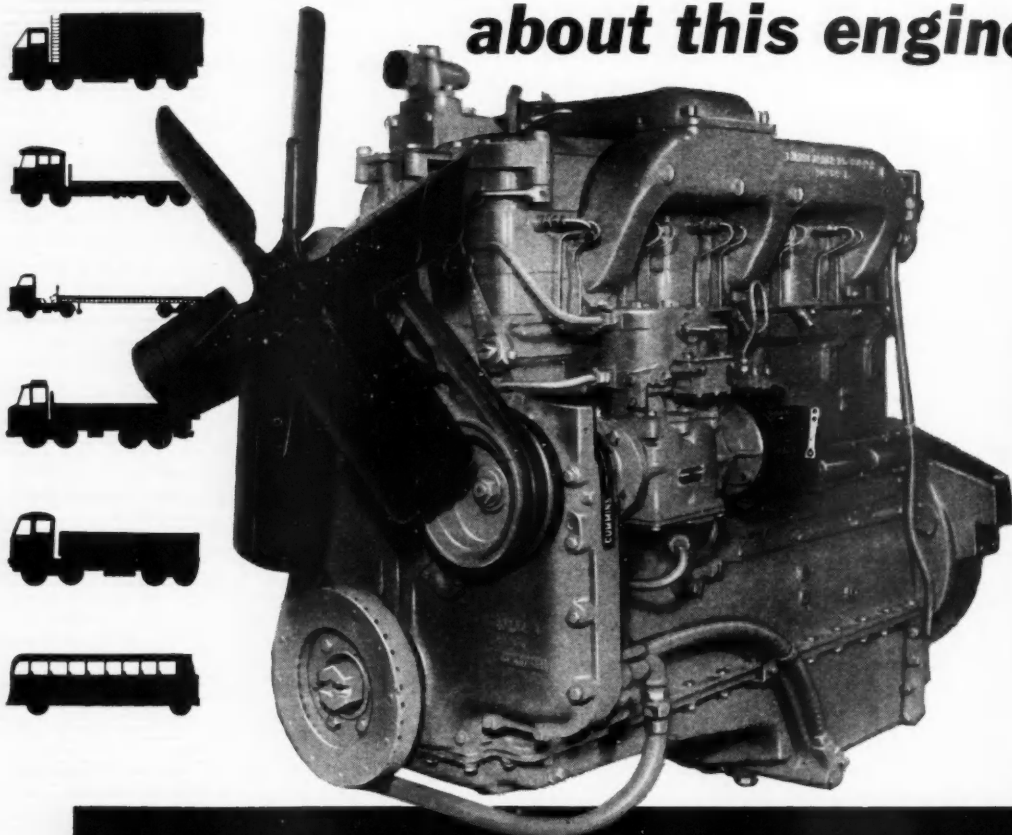


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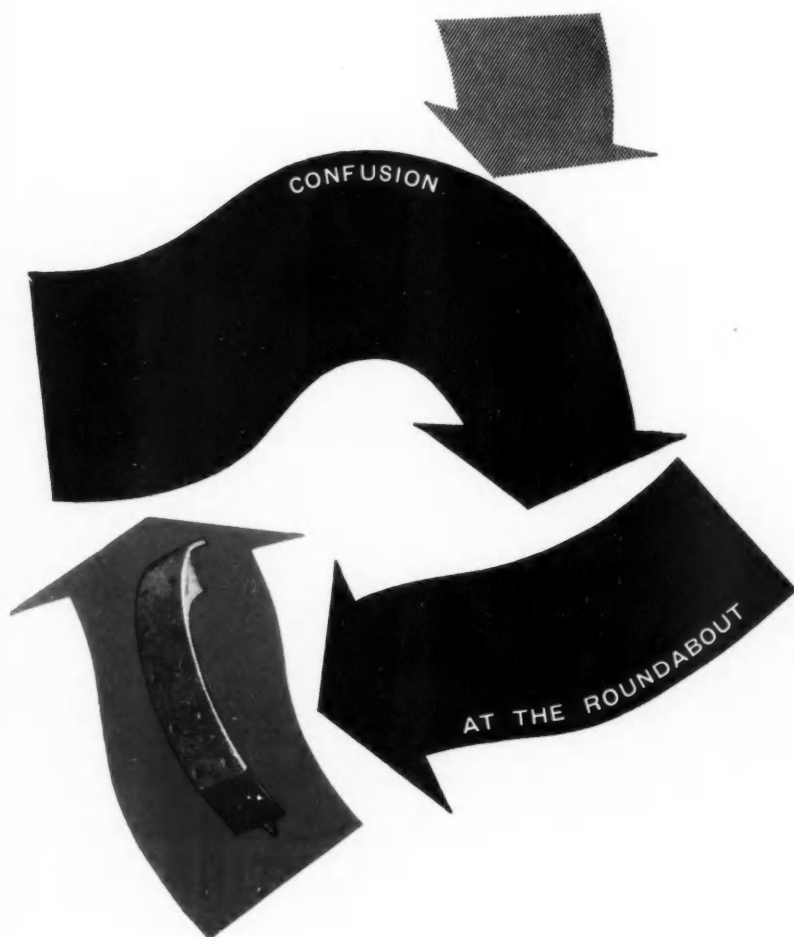
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*Front-entrance bodies, as supplied to Halifax Passenger Transport Department, are built in 27 ft. and 30 ft. lengths.*

# Front Entrance Double Deckers

## REAR-ENGINED OR CONVENTIONAL CHASSIS



*The Atlantean, with MCW body on rear-engined Leyland Atlantean chassis, set the new fashion in bus design.*

The front-entrance double-decker has come to stay. Its advantages are winning the approval of operators everywhere. With the platform constantly supervised by the driver, loading is at all times under control and passengers board and alight in safety, thus promoting good passenger/crew relationship. Operators' experience has proved that the bus is easier for the crew to work, as the conductor can concentrate on the collection of *all* fares, while the driver does not have to wait for bell signals.



**METROPOLITAN - CAMMELL - WEYMANN LIMITED**

VICKERS HOUSE, WESTMINSTER, LONDON, S.W.1



Save on every mile

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**Firestone**  
**TRANSPORT**

Specially developed for the highway to answer modern transport problems. The tyre that is a match for the tougher operating conditions of today—engineered to reduce cost-per-mile.

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consistently good

The Morris 5 & 7 ton trucks are designed primarily for extra body strength and efficiency. All steel cab and toughened wrap-round windscreen ensure maximum driver safety. With large amount of leg and head room and well upholstered seats, these trucks are styled for relaxed comfort which is essential for long journeys. Driver has maximum visibility in all directions and overhanging canopy gives protection from sun glare. Instruments are grouped in a central fascia panel while control switches are conveniently fitted for accessibility from the driver's seat. Servo braking fitted as standard. Increased load carrying area, economical and reliable operation combine to make these superb Morris trucks incomparable for value.

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*The full range includes:—10 cwt., 1 and 1½ ton vans, J2 van, pick-up and minibus, 14, 2, 2½, 4, 5 and 7 ton trucks, 5 and 7 ton tippers. Also prime movers. Forward or normal control, petrol or diesel engines.*



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## Scammell-Dyson Outfits for Spanish Sahara

**F**our heavy-duty articulated outfits are at present en route from England to the town of El Aiun, in the Spanish Sahara, the vehicles having been shipped to the Canary Islands where they are to be transferred to landing barges for the final stage of the journey. The outfits have been ordered by Compania Atlas, S.A., a petroleum-distribution company, and consist of Scammell Mountaineers with Dyson 25-ton flat-bed semi-trailers.

The Scammell 4 x 4 tractive units have Leyland O.680 150-b.h.p. oil engines and Scammell six-speed gearboxes, and hydraulic steering servos are fitted. Scammell twin-coil-spring front suspension with built-in dampers is employed, and the chassis are equipped with twin 70-gal. fuel tanks and 12-gal. water-carrying front bumpers.

Woodfield Senior 60,000-lb. winches are located behind the cabs for loading purposes, and the outfits have 14,000-20-in. tyre equipment all round, with twins on the Scammell rear axles and on the semi-trailer axles.

The Dyson semi-trailers, eight of which are being supplied, have 35-ft. x 9-ft. decks and heavy-duty full-width tail-loading rollers.

### Rural Buses: An Appeal to Premier

**W**ELWYN Parish Council is trying to bring nation-wide public opinion to bear on what it terms the "inadequate country bus services" by writing to the Prime Minister. The council is concerned over services to outlying villages, and a spokesman said: "We are prepared to make this a national example."

The letter to Mr. Macmillan refers to "the plight of country folk due to diminishing bus services," and asks the Prime Minister to support its efforts to press London Transport Executive for adequate services.

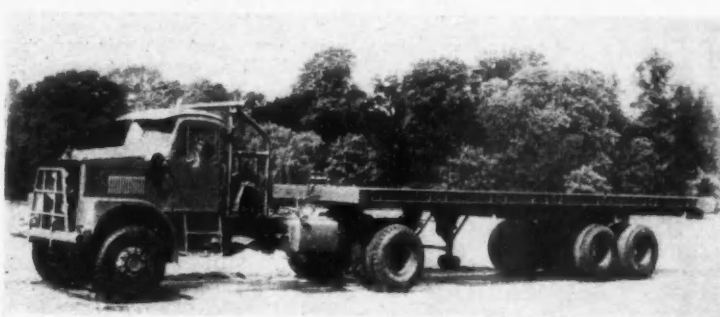
"If the Executive cannot provide adequate services, then why should it stand in the way of private bus operators by opposing their licences?" asks the council.

**Twelve S.A. Reivers:** Durban Corporation and South African Railways have each ordered six Albion Reiver six-wheelers from Leyland Albion (Africa), Ltd.

**Leyland Prize Giving:** The annual distribution of prizes to Leyland apprentices will take place at 6.30 p.m. on Monday, January 23. Sir Henry Spurrer and Mr. V. W. Pilkington will officiate.

**Improved Nylon Cord:** A new nylon-type cord which is claimed to have twice the fatigue resistance to that at present used in tyres has been developed by the Chemstrand Corp., New York. It is known as type F.R.N.

**Large Tanker Order:** Harold Wood and Sons, Ltd., Heckmondwike, Yorks, have ordered a further 50 A.E.C. Mammoth Major eight-wheeled tankers. This concern already operates nearly 400 tankers based on A.E.C. chassis.



*This Scammell-Dyson 25-ton articulated outfit is similar to four being sent out to the Spanish Sahara. The Mountaineer 4x4 tractive unit has a Leyland 150-b.h.p. oil engine.*

### "Potential Customers Turned Away"

**T**HE claim that repeatedly they had to turn away potential customers, was made by Mr. Eric Stott, of Stott Tours, Oldham, to the North Western Traffic Commissioners last week.

Two applications listed by Stott Tours and H. Ramsden, Ltd., were considered jointly, and Mr. J. Booth, for the applicants, pointed out substantial similarities between them.

In the first application the operators sought to link their licences, with the proviso that when linking occurred the vehicles used should count against both licences.

The second dealt with vehicle allowances. Stotts wished to run a maximum of four instead of two vehicles on week-days, six on Saturdays, eight on Sundays and Easter holidays, and 14 on the Oldham, Royton, Shaw and Crompton annual holiday fortnight, the last an increase of 10. Smaller increases were asked for the Ramsden licence.

Thirdly, they sought to extend their period of operations to Blackpool, Morecambe and Southport during some holiday periods and the illuminations. The applications were opposed by five road passenger transport companies and British Railways.

Mr. Stott told the Commissioners that

seats had had to be rationed out to agents owing to the shortage caused by the terms of the present licence. This had led to many complaints from the public.

Mr. R. S. Sutton, who represented four of the objecting road companies, then quoted from figures supplied by Mr. Stott, pointing out several instances where the full vehicle allowance had not been used. Mr. Stott attributed this to private hire and worker-service commitments.

Mr. G. P. Crowe, for British Railways, pointed out that in March, 1960, Stott had made a similar application, which had been refused. Now they were asking for even more, he continued, and he deduced that passenger demand must have increased still further. Mr. Stott said that he had proof of this increased demand, but the record was not in court.

After 20 witnesses had been called to give evidence of being unable to get seats on Stott and Ramsden coaches, the application was adjourned.

Mr. Stott, it was explained, is in charge of the office responsible for the books of both Stott Tours and H. Ramsden, Ltd., Manchester Road, Hollinwood. His parents, Mr. and Mrs. E. H. Stott, are joint owners of Stott Tours and also directors with a controlling interest in H. Ramsden, Ltd.

### Micrograms

**BEN Date:** The annual general meeting of the London centre of the Motor and Cycle Trades Benevolent Fund (BEN) will be held at 4.30 p.m. on February 3, at 15 Fitzhardinge Street, London, W.1.

**More Madras Comets:** A further 50 Leyland Comet bus chassis have been ordered by Madras State Transport from Ashok Leyland, Ltd. The present Madras fleet contains over 300 Comet buses.

**New P.U.T. Co. Fleet:** Thirty A.E.C. Regal IV underfloor-engined bus chassis have been ordered by the Public Utility Transport Corporation, Johannesburg. The chassis will be equipped with locally built bodies.

**A Record:** Booking Charts for 8-day holiday tours were opened by Salopia Saloon Coaches, Ltd., in Whitechurch, at 9 a.m. on December 31 and by 5 p.m. the same day over 900 bookings had been charted as an opening day record for Salopia.

**Change of Address:** The Bristol warehouse of Raybestos-Belaco, Ltd., is now located at new premises in Jane Street, Bristol, 5.

**New Home:** United Dominions Trust, Ltd.'s regional office in Croydon has moved to new premises in Crown House, North End, Croydon.

**Anniversary:** The Institution of Works Managers will celebrate its thirtieth anniversary with a conference at the Linden Hall Hydro, Bournemouth, April 21-23, to discuss international aspects of works management.

**Drawing Office Equipment:** The first national Drawing Office Equipment and Materials Exhibition to be held in the United Kingdom will take place at the Royal Horticultural Society's New Hall, Westminster, from June 5 to June 8, 1961. Both British and overseas equipment will be on show.



## They Like the "Chumminess" of Travel by Coach

THE comfort and convenience of travel by coach compared with train was drawn by Roy Grindle and Sons, Ltd., Cinderford, Glos., coach operators, when applying to the Western Traffic Commissioners at Bristol, last week, to operate a special coach between Cinderford and Torquay and Harrogate during the Christmas holiday period.

Mr. Grindle said there was a distinct demand for the service from people living in the Gloucester and Cheltenham districts, and he called seven witnesses, two of them elderly cripples, to testify that they preferred coach to rail travel. They said they appreciated the friendships they made with people who travelled at close proximity on a coach and they liked meeting old acquaintances whom they met at the hotels where they stayed.

Mr. Grindle told the Commissioners that his patrons were mostly elderly people who would not in any event travel by rail. They liked the "chumminess" of coach travel and enjoyed such things as "elevenses" and lunch en route, as well as the convenience of being able to book for an all-in holiday at an inclusive charge. Mr. Grindle said he could handle this traffic "better than the railways."

A railway official produced timetables showing that travel by train was quicker than by coach, but he agreed that seats could not be booked on trains travelling between the places named. He also agreed that sometimes passengers had to change trains, and in one case would also have to walk to another station.

Deciding in favour of Grindle, the chairman, Mr. S. W. Nelson, said there was no doubt that there was a class of

people who liked these packaged holidays where they were, so to speak, spoon-fed from door to door.

### Up Along, Down Along

RIBBLE MOTOR SERVICES established their own film unit at Preston five years ago. Since then four travel films have been produced. The latest, a 30-minute colour film of the West country, entitled "Up Along, Down Along," will be shown to public audiences in 49 Lancashire, Yorkshire, Westmorland and Cumberland towns before the end of April.



The new Smith's Caterette mobile canteen is based on the Bedford CAL 15-cwt. chassis.

## Mobile Canteen in Quantity Production

CLAIMED to be the first vehicle of its type to be produced in quantity, the Caterette mobile canteen has been announced by Smith's Delivery Vehicles, Ltd., Gateshead-on-Tyne. The canteen is based on the Bedford CAL 15-cwt. chassis.

So that the Caterette will suit a variety of different conditions and methods of operation, its design and layout are flexible. The interior is partitioned into a kitchen section and a serving section. A Calor-gas cooker and stainless-steel sink are fitted in the kitchen section, whilst the serving section provides ample room for additional fittings and equipment to customers' specifications.

Refrigeration, hot-dog dispensers, ice-cream conservators and other specialized units can be added to meet customers' own requirements.

## Municipal Opportunities

**Wibbech** Council invite tenders for supply of one 10-cwt. pick-up truck.

**Gosport** Council are advised to take one 4-ton Bedford long-wheelbase diesel-engined tipper from Righon-Bennett, Ltd., Gosport, £1,225.

**Morecambe and Heysham** Corporation Highways and Planning Committee recommend the purchase of a new 10-cwt. van to replace an old vehicle at an estimated cost of £525.

**Reading** Corporation Transport Committee have under consideration tenders received for the supply of eight large-capacity, low-height, double-deck buses, front entrance type, each with 68 seats.

**Salford** Council Transport Committee recommend acceptance of the tender of Dennis Bros., Ltd., of Guildford, amounting to £4,480, for the supply to the Street Lighting Department of one 40 ft. Simon Hydraulic Platform, together with a workshop.

**Morecambe and Heysham** Corporation Highways and Planning Committee recommend approval of the purchase of a new 3-ton diesel-engined tipping wagon to replace an old 3-ton Bedford wagon, at an estimated cost of £1,200, less an allowance of approximately £50.

**Oxford** Council Highways, Sewers and Lighting Committee have authorized the City Engineer to purchase (a) one 15-cwt. van as a replacement, from Morris Garages, Ltd., at a cost of approximately £530; and (b) one 280-gallon tumbler trailer from William Glover and Sons, of Stratford on Avon, at a cost of £195.

**Reading** Corporation Highways and Drainage Committee have authorized the borough surveyor to place an order with Great Western Motors, Ltd., of Reading, in the sum of £2,644, for the supply of two cesspool-emptying vehicles with Bedford chassis and Eagle Engineering Company's fully cesspool emptying equipment.

n2

**Hereford** Council are recommended to purchase a Miles Kerro road sweeper from Alfred Miles, Ltd., of Gloucester, for £1,316.

**St. Ives** Corporation, Hunts, are recommended to accept the tender of F. T. Ruston and Sons, Ltd., of Huntingdon, amounting to £562, for the supply of an International tractor.

**Ripon** Council Highways Committee recommend acceptance of the tender of T. M. Parker, amounting to £1,300, for the supply and delivery of a 4-5-ton Commer lorry, with petrol engine.

**Barnsley** Corporation are recommended to accept the tender of S. Wilson and Sons, Ltd., of Sheffield, 6, amounting to £2,096 for the supply of a Massey-Ferguson tractor and equipment.

**Gosport** Corporation are recommended to accept the tender of Righon and Bennett, Ltd., of Gosport, amounting to £1,225 for the supply of a 4-ton long-wheelbase Bedford tipping lorry, with diesel engine.

**Sheffield** Council Water Committee have accepted the quotation of Kennings, Ltd., for the supply of a Morris 30-cwt. van at a price of £778, and for the purchase of an old vehicle in part exchange for the sum of £25.

**Liverpool** Corporation Housing Committee recommend acceptance of the tender of Garlick, Burrell and Edwards, Ltd., of Renshaw Street, Liverpool, 1, amounting to £1,047, for the supply and delivery of a 5-6-ton Bedford lorry.

**Liverpool** Corporation Children's Committee recommend acceptance of the tender of B. and J. Motors, Ltd., of Warrington Road, Penketh, near Warrington, for the supply and delivery of a 1961 model, 12-seater Bedford "Workabus" for the sum of £590.

**Reading** Corporation Highways and Drainage Committee have authorized the borough surveyor to place an order with Broom and Wade, Ltd., of High Wycombe, for the supply of a Rotary Air Compressor powered by a Ford 4-cylinder diesel engine at a cost of £1,050.

**Sheffield** Council Water Committee are to place an order with A. W. V. Turner, Ltd., for the supply of a Massey-Ferguson Excavator for £1,999.

**Bournemouth** Corporation Highways and Works Committee report that the borough engineer has invited tenders for the supply of two refuse-collection vehicles.

**Catterham and Worthingham** U.D.C. are recommended to accept the tender of Layhams Engineering Co., Ltd., amounting to £2,058, for the supply and delivery of a new Dennis (petrol driven) cesspool emptying vehicle.

**Clare** R.D.C., Suffolk, have accepted the tender of Don Thompson and Son, of Clare, amounting to £1,206, for the supply of a petrol-engined refuse collection vehicle with all-steel body and Karrier Gamecock chassis.

**Eastington** R.D.C., Durham, have accepted the tender of the Motor Delivery Co., Ltd., of Darlington, for the supply of an Austin LD2 30-cwt. van with petrol engine, for the sum of £765, less an allowance of £95 for an old 25-cwt. van.

**Epsom and Ewell** Corporation are recommended to accept the tender of the Woodcote Motor Co., Ltd., of Church Street, Epsom, amounting to £1,146 for the supply of a 7-8-cu.-yd. capacity vehicle mounted on a modified Morris diesel-engined 2-ton chassis.

**Blackpool** Corporation Transport Committee have accepted a tender of Brown and Mallalieu, Ltd., of Blackpool, for the supply and delivery of three new Austin LD.1 dual-purpose vehicles (at a total cost of £2,579, including delivery charges, number plates etc.).

**Blackpool** Corporation Electrical Services Committee have accepted the tender of Thomas Motors, Ltd., of Blackpool, for the supply and delivery of a Simon Hydraulic Platform (model IG.40 fitted with auxiliary Lister L.D.2 diesel) mounted on a 5-ton diesel Thames Trader chassis, for a total net sum (after allowance of fleet owner's discount) of £3,501.



## Staffs Haulier Fined £260 on 52 Charges

A STAFFORDSHIRE haulage concern was fined £260 at Stone last week after pleading guilty to 52 charges concerning the use of a vehicle whilst it was under prohibition of a West Midland traffic examiner, of keeping irregular driving records, and of permitting drivers to work for more than 11 consecutive hours. The company, Bartlams Transport (Longton), Ltd., Meir Heath, near Stoke-on-Trent, was also ordered to pay costs of £67 6s. 6d. Mr. Leslie Thomas Bartlam, a director, was fined £40 after pleading guilty to two charges of altering record sheets with intent to deceive.

Mr. V. A. McKnight, prosecuting, said that the organization operated a fleet of eight-wheelers, the main feature being a regular trunk service to London. All the irregularities had arisen as a result of these services, and so that the units could be used to their maximum capacity the drivers had been encouraged to get in three round-trips to London per week.

This could have been done legitimately if relief or "shunter" drivers had been used. Originally Bartlams had done this, but recently they had asked their own drivers to perform the three journeys solely. For example, a man would leave the base on Sunday night, arrive in London on Monday morning, perform his collections and deliveries, and set back to base that evening, arriving on Tuesday morning, the same thing happening twice more in the course of the week. Often drivers worked for 36 hours without a recognized break. The drivers involved had now left the company.

### Too Much Strain

Each driver had been paid on an hourly basis but the directors had told them they were not getting enough work out of the vehicles and asked the men to accept the "trippage" system of payment—£7 per round trip. One driver had said he considered the work too much of a strain and calculated that out of 34 hours he had worked 28 without a break.

All the drivers had been asked to omit from their records the collection and delivery work they did in London, to give the impression they performed the outward and inward journeys and had a 10-hour rest between the two.

They were told to write in pencil, so that records might be altered to show that some other driver had used the vehicle whilst it was in London. On two occasions it was discovered that Mr. Leslie Thomas Bartlam had erased the name of the driver from his record and substituted the word "shunter."

### 10 Defects Listed

In March, one of the company's units had been issued with a prohibition order by a traffic examiner and 10 defects had been listed and pointed out to the driver. The vehicle was not supposed to be used again until these had been rectified and it had been passed as road-worthy, but it was known that it had been used on 13 occasions whilst under prohibition.

Mr. G. C. Tinsdill, for the company, said the business had continued to expand and in an endeavour to meet demands they had tried to work the vehicles as economically as possible.

They had tried to operate five round

London trips a fortnight and had never expected the drivers to do three trips a week. When an enforcement officer began taking an interest in the proceedings, they had dropped this to four trips a fortnight, but some drivers had left because their wages had decreased.



Two 8-cu.-yd. mixer-agitators based on Foden eight-wheeled chassis have been supplied to Ready Mixed Concrete, Ltd. The mixer has hydraulic drive, and the chassis has a 150-h.p. engine, five-speed gearbox and double-drive rear bogie. The drum is a Ransome and Rapier unit.

### EUROPE'S ROAD PLANS

RECENT announcements by the Ministries of Transport in both Federal Germany and Italy indicate a large-scale expansion of motorway networks in the next 10 years.

The West German autobahn network, 2,100 kilometres long at the end of the war, will have a total length of 3,000 kilometres by next year, 4,000 kilometres by 1966-67 and 5,000 kilometres by 1970.

The Italian Government has agreed to the laying of 2,500 miles of motorways, most of them toll roads, by 1970.

### M.O.T. MOVE TO SOUTHWARK

THE move of 1,200 members of the staff of the Ministry of Transport from Berkeley Square House to their new headquarters at St. Christopher House, Southwark Street, London, S.E.1, will be completed by the end of next week.

All communications should now be addressed to St. Christopher House.

## Simms-Bendix Agreement

AN agreement has been reached by which the Bendix Corporation, Detroit, Michigan, U.S.A., are to have exclusive manufacturing licence and selling rights throughout the U.S.A. for fuel-injection equipment designed by Simms Motor Units, Ltd., East Finchley, N.2. Simms' interests will be handled by the Scintilla division of Bendix.

The range of products involved includes in-line and distributor-type fuel-injection pumps, governors, injectors, filters and couplings—items which Simms are already exporting to America.

The Bendix Corporation have at the same time acquired non-exclusive selling rights of this equipment in Canada, Mexico and Brazil, and they also assume complete responsibility for servicing throughout the area.

## Low Loaders in Demand

WORK equivalent to six or eight weeks forward booking has been placed in January for a 6-ton 14-cwt. unladen weight low-loader owned by Joseph Walsh (Darwen), Ltd., Bull Hill, Darwen, the North Western Licensing Authority, Mr. F. Williamson, was told by Mrs. B. K. Garne, company secretary, at Blackburn on Monday.

Most of these loads were notifiable and so, she presumed, unsuitable for railway transport. The company were applying for the addition of an 8-ton low-loader capable of carrying 30 tons, to their A licence.

Representatives of several companies appeared as witnesses for the applicants, including the transport manager for the northern group of de Havilland Aircraft Co., Ltd., Mr. A. E. Denby. All said that the railways were unsuitable for carrying their products, and that the number of low-loaders was limited.

Mr. Williamson said that a case for Walsh had been made out and that it had by no means been rebuffed by the British Railways' objection. He granted the addition.

### Significant Licensing Cases

## Mr. Hanlon Speaks Out On Transport Tribunal

**T**HE Northern Licensing Authority, Mr. J. A. T. Hanlon, feels that the Transport Tribunal are nullifying his efforts to clear up haulage irregularities in his area, and has not hesitated to say so.

When Siddle C. Cook, Ltd., applied in December to add two vehicles to their A licence to carry general goods, including steel, Mr. T. H. Campbell Wardlaw referred to the problem of steel companies, in particular the Consett Iron Co., refusing to send supporting witnesses. Mr. Cook had information that cattle-carrying vehicles were being converted for steel, while other hauliers, because of an acute shortage of cattle vehicles, were being granted short-term licences.

After Mr. Cook had agreed that it was right for the Licensing Authority to take action against those guilty of breaches of normal user, Mr. Hanlon asked what he was supposed to do. Efforts he had made when people deliberately cheated, were treated trivially on appeal. There could be no sort of control unless his actions were allowed to remain effective. He recalled notorious cases in the area of conversions from smaller vehicles to eight-wheelers, other irregular weight increases, and base changes, where decisions he had taken were nullified. suspensions reduced to normal ones, and vehicles allowed to be operated as eight-wheelers and at greater weights, by the Tribunal.

### Common Knowledge

Mr. Campbell Wardlaw submitted that it was common knowledge about the vast expansion of the steel industry in Co. Durham, and despite B.T.C. opposition Mr. Hanlon granted one vehicle although there were no witnesses.

If, as seems probable, the B.T.C. appeal, the transcript should prove interesting reading to the Tribunal.

Many of the responsible hauliers in the Northern area feel that Mr. Hanlon's actions, aimed at protecting the industry, are praiseworthy and should be supported.

A case in point was that of S. Rush, Ltd., of Newcastle, heard by Mr. Hanlon in May, 1959, when he refused to grant a licence after learning that the company had been acquired by Mr. W. Stubbs, of Penrith, who, earlier in the year, had an A licence revoked because of unlawful conversion of the vehicle to an eight-wheeler. The Rush application involved a change of base and alleged false statements, but the Tribunal, on appeal, directed that the licence be granted.

In December, when dealing with an application by the Capstaff Group, Mr. Hanlon, after expressing concern about switches of licences taking place under the cloak of the Companies Act, revealed that Mr. Stubbs, the "director" of S.

Rush, Ltd., had recently sought the Authority's help because the company had "disappeared" out of his hands as a result of a document he had signed.

### Collection and Delivery

**T**HERE has long been two schools of thought on the question whether collection and delivery vehicles to serve an A-licensed trunk fleet should be A or B licensed. Until about three years ago, accepted practice in most traffic areas was to apply for B licences, because they attracted less objection, and Licensing Authorities were more easily satisfied as to need if the vehicles were tied down by conditions.

(Continued on page 831)

## -SMOKE SIGNALS

**M**ANY of the traffic areas are receiving objections to applications for A and B licences in the form required by the 1933 Act, and the West Midland Licensing Authority has issued a reminder that this has now been superseded by the Road Traffic Act, 1960.

Potential objectors must ensure that any objection to an application is lodged in the form set out in the fourth schedule to the Goods Vehicles (Licensing and Prohibitions) Regulations, 1960.

**N**EW statistical forms used by a well-known firm of solicitors in the Western traffic area to put their clients' figures before the Licensing Authority—in the shape of a monthly analysis, showing two years' figures on a single form, and a second sheet with a traffic analysis of the haulage for principal customers—are as near the ideal as any yet seen.

Facsimiles are shown on this page for the information of all hauliers who have found themselves in difficulties on this score when making applications.

### TRAFFIC ANALYSIS OF HAULAGE FOR PRINCIPAL CUSTOMERS

SHOWN ALL TOTALS FOR 2 YEARS

FORM 38

[illegible]

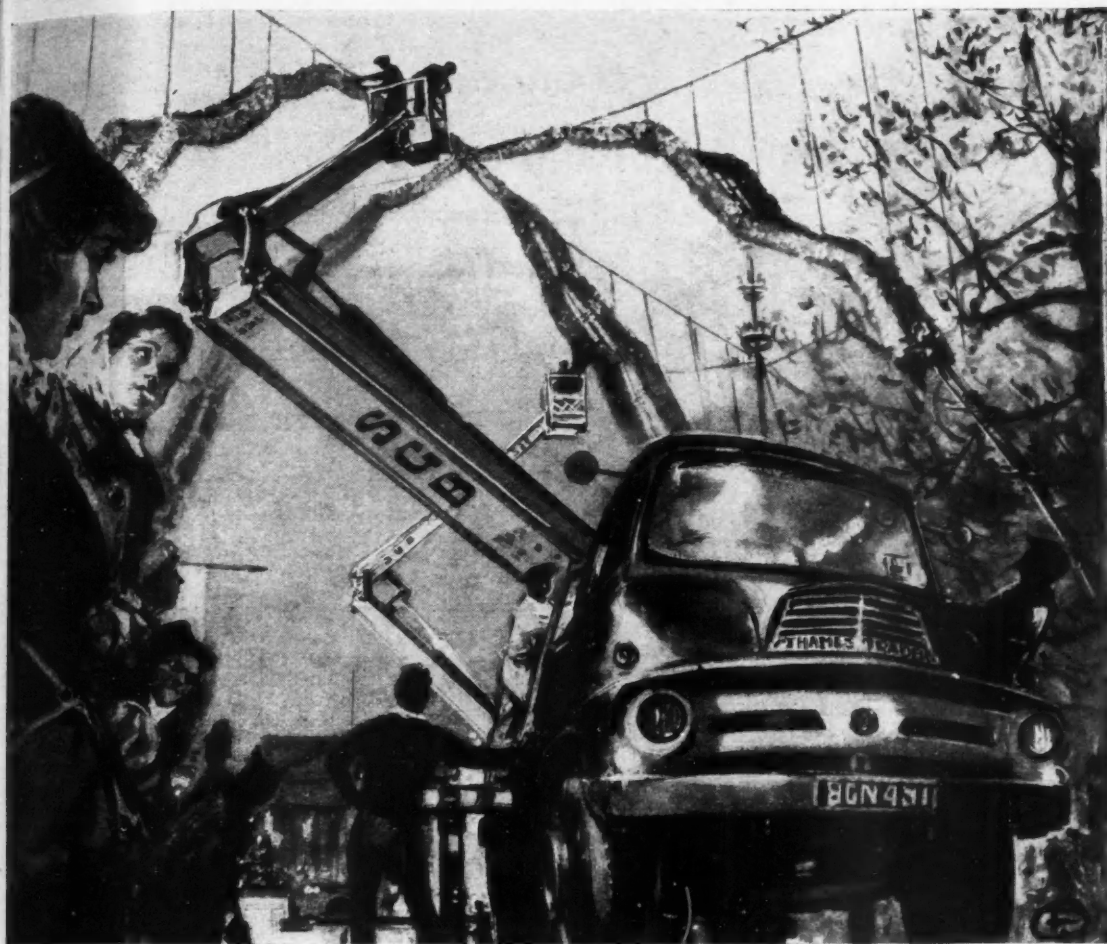
NOTE.—Figures in columns (5) and (6) INCLUDE Bonuses earned and income earned with fixed vehicles.

## MONTHLY ANALYSIS

**FIGURE 4**

[illegible]

*The statistical forms referred to above in "Smoke Signals." Our correspondent says they are as near the ideal as he has yet seen.*



## HIGH SPOT OF A WONDERFUL MORNING

Massed bands . . . paper streamers . . . cheer-hoarse, flag-waving crowds . . . the whole bright paraphernalia of a State occasion—all to come. But there's no sleep on the eve of these occasions for the people who provide the Great Day's trimmings.

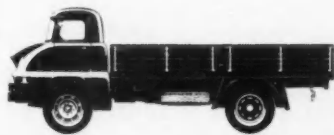
No sleep either for this Thames Trader nosing its way safely through the pre-viewing crowds. With the arrival of the hydraulic platform from the S.G.B.\* Plant Hire Fleet and down a short five hours away, work on the decorations reaches

fever pitch. Sixty feet up, busy-fingered men and women put the final touches to London's decorations, their figures soft silhouettes against the late night sky.

The success of any great occasion is the responsibility of hundreds of people and many machines. This responsibility is one that Thames Traders are proud to share. Wherever Traders are at work they are noted for their safety and speed, their toughness and discipline, their rugged dependability. And whenever they are mentioned, they are praised—in terms

as glowing as they are well deserved.

\* Scaffolding (Great Britain) Limited.



Whatever your transport problem there's a Thames truck or chassis built to build **YOUR** business. Make your 'tonnage' choice from the 30 cwt. to 10 ton range and choose from the 4 or 6 cyl. engines with an option of petrol or diesel power.

**BEST SELLING TRUCKS IN BRITAIN**

# THAMES TRADERS BY FORD

30 HUNDREDWEIGHT TO 10 TONS

a  
chance  
to

# EXPAND



For the Motor Trader the opportunities  
to expand his business are bright  
and Mercantile Credit can help to make them  
brighter. They offer to both dealers  
and users of commercial vehicles hire purchase  
facilities which are second to none in  
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But a B.T.C. advocate, objecting to a B licence application at a Manchester inquiry, claimed that the only correct licence for an ancillary vehicle to an A-licensed fleet was an A licence. Following this submission, it became quite common for A licences to be granted for collection and delivery vehicles, culminating with the East Midland Licensing Authority's grant of 10 such vehicles to Tower Hill Transport in April, 1960.

Soon after this the North Western Licensing Authority made it known that in his view a B licence was more appropriate, and British Road Services were the first to step on the band-wagon and apply for B licences.

The advantages of an A licence, even with a normal user restricted to collection and delivery, are illustrated by the legitimate use made of this type of vehicle by Archbold's (Freightage), Ltd., Leeds, who have 10 trunk vehicles and five collection and delivery vehicles licensed in the Yorkshire, Metropolitan and West Midland traffic areas, all on A licence.

### Helping Out

Seeking another collection and delivery vehicle in Glasgow, Mr. D. K. Archbold told the Scottish Licensing Authority that collection and delivery vehicles from the Yorkshire and Metropolitan areas had been used to help out in Glasgow for short periods.

Although in this case the normal user covered the work, there would have been nothing to stop the use of the vehicles in the same manner for short periods, if it was outside normal user.

Similarly when British Railways made use of vehicles licensed in the Metropolitan area at Carlisle, the Northern Licensing Authority ruled that they were A-licensed vehicles and could be used temporarily outside their normal user. In this case they had been in the Northern area more than six months.

### Strict Interpretation

A strict interpretation of the law suggests that no haulier should have a B licence unless he is also actively engaged in some other business, but even the experts are not agreed on this point. The president of the Transport Tribunal, Sir Hubert Hull, has himself said that he would like to see a test appeal on this point to the High Court.

There is ample precedent for seeking A licences for collection and delivery vehicles and considerable advantage operationally, apart from the greater financial asset.

### Hiring As Evidence

THE Transport Tribunal has made it quite clear that applicants who wish to support a case by showing that sub-contracting facilities are unsuitable, must produce evidence that claims and damage are out of all proportion to the amount of goods carried.

Giving judgment in the McKay's Transport appeal, the president, Sir Hubert Hull, said it was now comparatively well settled that before sub-

contracted facilities could be held to be unsuitable, it must be shown that the damage done was unreasonable in proportion to the traffic carried. All hauliers experienced some loss or damage in respect of the goods carried in their own vehicles.

McKay's figures showed that £1,900 worth of traffic had been carried out of London by hired vehicles in seven months, and evidence of only three claims for damage during that period was given.

### Surplus Return Loads

The appeal was also of interest in that McKay's Transport, based at Montrose, had found return loads from London to Scotland nearly three times as remunerative as their outward traffic, and were seeking a Metropolitan licence to carry the surplus.

There is a distinction between unsuitable and inadequate, as was shown in the Tribunal's judgment in the R. J. Hardwick appeal, where they upheld the Western Licensing Authority's grant of a five-vehicle switch from B to A licence.

Difficulties in obtaining suitable hired transport to carry customers' goods to places beyond the limits of the B licence, even although only 10 per cent. of the whole was adjudged sufficient to justify a grant—coupled with the fact that Hardwick provided a specialist service at Avonmouth for goods coming into the port.

An extension of the B licence conditions does not seem to have been considered.

### Another Normal User Problem

IF "general goods" was included in the normal user of a vehicle, in addition to specific commodities, it

would be possible to concentrate on general goods to the exclusion of the others.

This was argued before the North Western Licensing Authority, at Manchester in December, when Alfred Bell (North Western), Ltd., sought to put six of their vehicles, formerly operated by Brewer and Turnbull, Ltd., on "household furniture and effects and general goods, Great Britain," the normal user of the parent company, Alfred Bell (Newcastle), Ltd., in place of "furniture and household effects, electrical supplies, and potato crisps, Great Britain."

One third of the vehicles' operations were now general goods, it was stated, and that could increase.

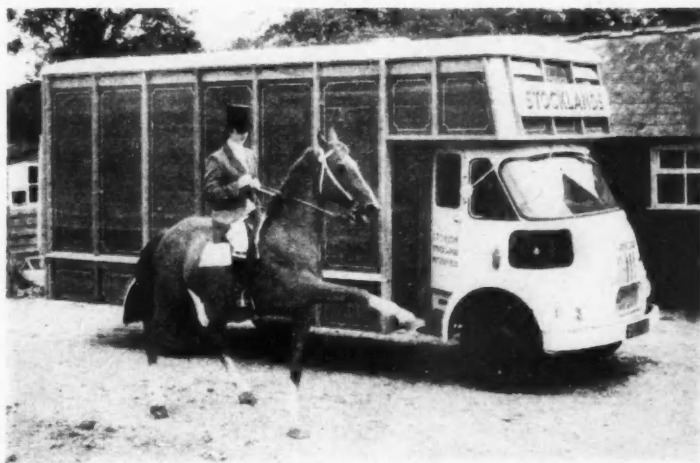
The British Transport Commission objected and pointed out that the figures of earnings did not disclose what percentage had been furniture, electrical goods, etc., and what percentage was general goods. There had been a distinct change of normal user.

The Licensing Authority, Mr. F. Williamson, said that with the proposed normal user it would be possible to concentrate on general goods to the exclusion of the other commodities. If Mr. H. F. Marks, the company's managing director, would give an assurance that one third of the vehicles' operations would be devoted to general goods and the remaining two thirds to be named commodities, it might meet the objection.

Agreement was reached on these terms and the application granted.

How such an undertaking could be related to the normal assumption that up to 20 per cent. of traffic may be carried outside a vehicle's normal user, was not suggested.

## A Film Star's Transport



Two thoroughbreds. Frenchy, star of the film "Dry Rot," poses beside a Morris F.G. oil-engined chassis with horse-box body built by G. C. Smith (Coachbuilders), Ltd., of Leics., for Stocklands Riding School, Petersfield. Suppliers were Wadhams, Ltd., Waterlooville, Hants.



# FULL VIEW OF

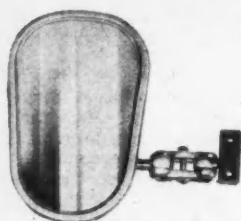
THE law states that a commercial vehicle must carry at least two rear view mirrors. The choice of different types available on the British market is very wide. Much of this equipment is listed and illustrated in these pages, but the final selection must inevitably depend on the vehicle, the conditions likely to be met in its operation, and the price the operator is willing to pay.

The ingenuity of mirror manufacturers is shown in their products, as almost every mirror is available with a selection of heads, clips and arms, thus giving a large range of adjustment and at the same time providing universal application. There can, therefore, be no excuse for a badly-equipped vehicle.

The increasing pace of modern traffic, in particular motorway travel, has necessitated the provision of large and rigidly attached mirrors. However, vibration can affect even the largest mirrors to such an extent as to render them almost useless.

Much has been done to reduce this trouble by strengthening mounting brackets and arms and also cushioning the glass in the mirror head with a rubber or plastics surround. Several manufacturers have introduced a range of mirrors specially designed for high-speed travel.

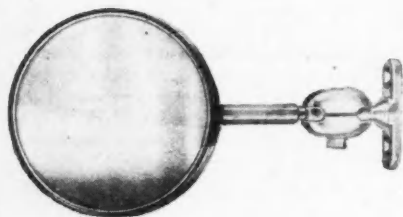
A key to the accompanying tables is printed at the foot of the third page.



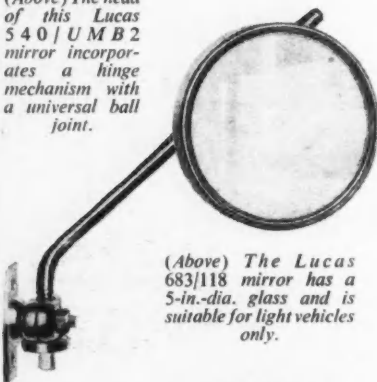
(Above) The Desmo Continental mirror No. 1510 has a water-proof sealing ring around the glass.



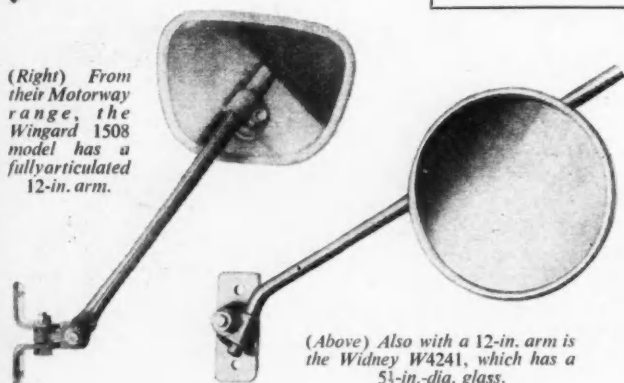
(Above) A 15-in. arm is fitted to this Tudor 128 model and two heads are available.



(Above) The head of this Lucas 540 UMB2 mirror incorporates a hinge mechanism with a universal ball joint.



(Above) The Lucas 683/118 mirror has a 5-in.-dia. glass and is suitable for light vehicles only.



(Below) Jagger model 2545 with twin 7 1/2-in. double-ball-jointed arms and 4 1/2-in. x 6 1/2-in. flat glass.

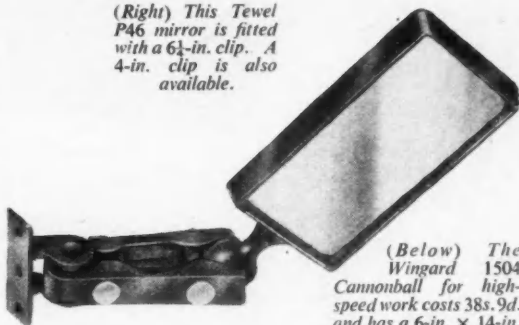
(Above) Also with a 12-in. arm is the Widney W4241, which has a 5 1/2-in.-dia. glass.

MAKE, MODEL	GLASS SIZE	GLASS SHAPE	CLIP OR ARM LENGTH (in.)	POSITION	FINISH	PRICE
<b>BARNACLE</b>						
EM2476 .. .. .	4	P	4 1/2 AA	Cab	Ch	s. d. 17 6
H1419 .. .. .	3 1/2	P	3AA	Cab	Ch	19 6
(Reversible with anti-dazzle and silver glass)						31 0
<b>DESMO</b>						
35 .. .. .	6 x 3	C	16 AadA	Cab	B	15 0
36/263 .. .. .	6 x 3	C	3 1/2 CI	Cab	S	15 0
36/P1 .. .. .	6 x 3	C	9 1/2 AadA	Cab	Ch	22 6
37 .. .. .	4 1/2	P	15 AadA	Cab	B	10 6
42 .. .. .	4	P	7 AadA	Cab	B	12 6
67 .. .. .	S/A	5 1/2	17 1/2 AadA	Cab	B	22 6
68 .. .. .	5 1/2	Por C	9 AadA	Cab	B	18 6
68 .. .. .	5 1/2	Por C	12 AadA	Cab	B	19 0
70X .. .. .	5 1/2	Por C	21 ATA	Cab	B	25 0
72 .. .. .	6 x 3	P	2 1/2 CI	Cab	B	18 6
73 .. .. .	6 x 3	P	5 CI	Cab	B	19 6
73/86 .. .. .	S/A	5 1/2 x 2 1/2	3 CI	Cab	Ch, B	20 6
74 .. .. .	5 1/2 x 8 1/2	Por C	5 CI	Cab	B	37 6
74/85 .. .. .	S/A	4 1/2 x 7 1/2	6 CI	Cab	h B	58 6
75 .. .. .	S/A	5 1/2	24 HTA	Cab	B	28 0
84 .. .. .	S/A	5 1/2	13 1/2 AadA	Cab	S	31 6
95 .. .. .	5 x 9	P	11 twin arms	Cab	Ch	38 9
170 .. .. .	S/A	4 1/2	6 1/2 AA	Wing	Ch	21 0
216 .. .. .	S/A	4 1/2 x 2 1/2	2 1/2 and 10 AA	Wing	Ch	27 6
247 .. .. .	4 1/2	Por C	4 1/2 CI	Wing	B	10 6
247PI .. .. .	4 1/2	Por C	9 AadA	Cab	B	12 6
1510 .. .. .	7 x 10 1/2	Por C	4 CI	Cab	S	29 6
<b>DORSET</b>						
Widayu .. .. .	4 1/2	Por C	12 ATA	Wing	Ch	32 6
<b>EVERSURE</b>						
2 .. .. .	4 1/2 x 3 1/2	C	1 1/2 CI	Cab	Ch	21 0
3 .. .. .	6 x 3	P	2 1/2 CI	Cab	Al	From 18 6
3X .. .. .	6 x 3	P	4 1/2 CI	Cab	Al	to 23 6
3XX .. .. .	6 x 3	P	7 CI	Cab	Al	23 6

# REAR VIEW

*A Detailed Review of Commercial Vehicle Driving Mirrors Available at Present on the British Market*

(Right) This Tewel P46 mirror is fitted with a 6½-in. clip. A 4-in. clip is also available.

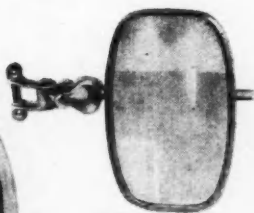
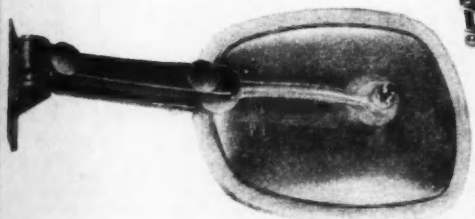


(Below) The Wingard 1504 Cannonball for high-speed work costs 38s. 9d. and has a 6-in. x 14-in. flat glass.

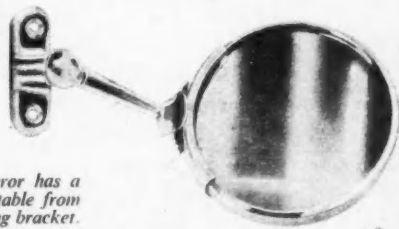
MAKE, MODEL	GLASS SIZE	GLASS SHAPE	CLIP OR ARM LENGTH	POSITION	FINISH	PRICE
<b>EVERSURE (contd.)</b>						
4 .. .. .	6 x 3	P	(in.) 4½ CI	Cab	Al	From 31 0
4X .. .. .	6 x 4	P	10½ CI	Cab	Al	to 35 6
8 .. .. .	5½	P	10 AadA	Cab	B or B and Al	15 0
34 .. .. .	4½	P	6½ AadA	Cab	B	25 0
36A .. .. .	4½	P	7 HadA	Cab	Ch	10 0
45 .. .. .	4½	P	11½ ATA	Wing	Ch	11 6
45X .. .. .	4½	P	16 ATA	Wing	Ch	13 6
49B .. .. .	4½	P	8 AadA	Cab	B	26 6
51 .. .. .	4½	P	18 AadA	Cab	B	27 6
52 .. .. .	4½	P	10 AadA	Cab	B	32 6
53 .. .. .	4½	P	22 ATA	Cab	B	35 0
57 .. .. .	4½	P	7 AadA	Cab	G, Ch	12 0
61 .. .. .	6 x 3	P	12 HadA	Cab	G	9 6
64B .. .. .	4½	P	12 AA	Wing	G	14 6
<b>JAGGER</b>						
2557 .. .. .	5	P	17 HadA	Cab	B	7 9T
2575/3 .. .. .	6 x 3	P	3 CI	Cab	B	8 9T
2575/6 .. .. .	6 x 3	P	6 CI	Cab	B	9 6T
2545 .. .. .	4½ x 6½	P	7½ twin arms	Cab	Ch	24 10T
<b>LUCAS</b>						
540/79 .. .. .	4½/16	P	10 AadA	Cab	B	17 6
540/63A .. .. .	4½/16	P	3 CI	Wing	B	13 0
540/UMB2 .. .. .	4½/16	P	3 CI	Cab	B	32 6
160/UMB2 .. .. .	6 x 3	P	3 CI	Cab	Ch	50 0
683/11B .. .. .	5	P	10 AadA	Cab	Ch	27 6
683/119 .. .. .	5	P	6 AadA	Cab	Ch	26 6
<b>MAGNATEX</b>						
M2029E .. .. .	S/A 4½	P	6 AadA	Cab	B	21 0
M2029E .. .. .	S/A 5½	P	6 AadA	Cab	B	23 6
MVF505E .. .. .	S/A 5½ x 9½	P	6 AadA	Cab	B	22 6
M2038E .. .. .	S/A 4½	P	8 AadA	Cab	B	33 0
M2038E .. .. .	S/A 5½	P	8 AadA	Cab	B	20 0
MVF505E .. .. .	S/A 5½ x 9½	P	8 AadA	Cab	B	22 6
M204 .. .. .	S/A 4½	P	9 AadA	Cab	B	24 0
M204 .. .. .	S/A 5½	P	9 AadA	Cab	B	21 0
MVF505E .. .. .	S/A 5½ x 9½	P	9 AadA	Cab	B	23 6
M20312E .. .. .	S/A 4½	P	12 AadA	Cab	B	25 0
M20312E .. .. .	S/A 5½	P	12 AadA	Cab	B	20 0
MVF505E .. .. .	S/A 5½ x 9½	P	12 AadA	Cab	B	22 6
M204 .. .. .	S/A 4½	P	15 AadA	Cab	B	21 6
M204 .. .. .	S/A 4½	P	15 AadA	Cab	B	24 0
M204 .. .. .	S/A 4½	P	15 AadA	Cab	B	32 0
M204 .. .. .	S/A 4½	P	15 AadA	Cab	B	21 0
M204 .. .. .	S/A 4½	P	15 AadA	Cab	B	23 6

(Continued overleaf)

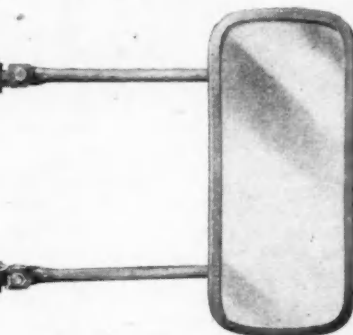
(Below) The Nesthill 888 is available with three clip and three arm lengths.



(Above) The Raydyot M1 mirror has a movable head which is adjustable from 4-in. to 11-in. from the mounting bracket.

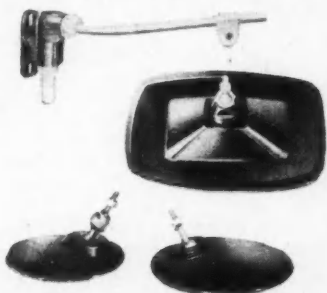


(Below) The Barnacle H 1419 Day/Nite model has two mirror faces of anti-dazzle and silver glass.



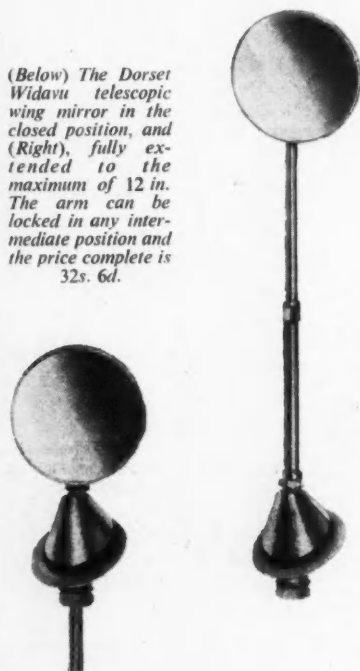
(Left) Designed for heavy vehicles, this Raydyot M3 model has an 11-in. aluminium arm.

(Below) This picture shows the Magnatex spring-back arm with a range of replacement heads.

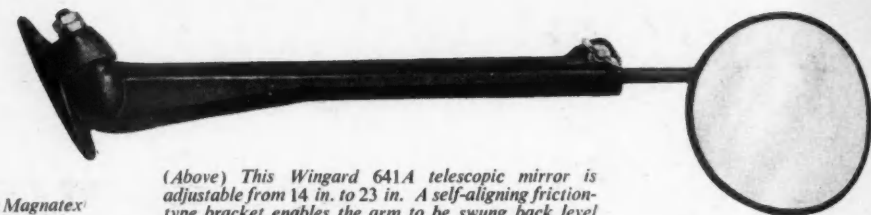




(Left) The Magnatex spring-back bracket is available in three arm lengths with a combination of mirror heads, some of which also incorporate spring-back fittings



(Below) The Dorset Widavi telescopic wing mirror in the closed position, and (Right), fully extended to the maximum of 12 in. The arm can be locked in any intermediate position and the price complete is 32s. 6d.



(Above) This Wingard 641A telescopic mirror is adjustable from 14 in. to 23 in. A self-aligning friction-type bracket enables the arm to be swung back level with the cab. The complete unit is finished in rust-proofed black stove enamel, and is fitted with a 4½ in. dia. flat glass, although a 5½ in. dia. glass is also available.

MAKE, MODEL	GLASS SIZE	GLASS SHAPE	CLIP OR ARM LENGTH	POSITION	FINISH	PRICE
<b>MAGNATEX (contd.)</b>						
M204 .. .. .	S/A	5½	(in.) 15 AadA	Cab	B	22 6
MVF505E .. ..	S/A	5½ x 9½	15 AadA	Cab	B	25 0
M20221E .. ..	S/A	4½	18 AadA	Cab	B	33 0
M20221E .. ..	S/A	5½	18 AadA	Cab	B	20 0
MVF505E .. ..	S/A	5½ x 9½	18 AadA	Cab	B	22 6
M204 .. .. .	S/A	4½	21 AadA	Cab	B	21 6
M204 .. .. .	S/A	5½	21 AadA	Cab	B	24 0
MVF505E .. ..	S/A	5½ x 9½	21 AadA	Cab	B	21 0
M204 .. .. .	S/A	5½	21 AadA	Cab	B	23 6
MVF505E .. ..	S/A	5½ x 9½	21 AadA	Cab	B	22 6
Some of the above mirror heads are available with spring-back fittings.						
<b>NESTHILL</b>						
714 .. .. .	4	P	8 AadA	Cab	B, Ch	15 0
858 .. .. .	6 x 3	P	1½, 3½ and 5½ Cl	Cab	Al, B	20 0
859 .. .. .	6 x 4	P	1½, 3½ and 5½ Cl	Cab	Al, B	24 6
866 .. .. .	5½	P	1½, 3½ and 5½ Cl	Cab	Al, B	24 0
888 .. .. .	5½ x 7½	P	1½, 3½ and 5½ Cl 4½, 7 and 9 arm	Cab	Ch	26 6
1111 .. .. .	5	P	15 AadA	Cab	B	28 0
1001 .. .. .	5½	C	9 AadA	Cab	B, Ch	12 6
<b>RAYDYOT</b>						
M1 .. .. .	5½ x 10	P	11 HadA	Cab	S	22 2T
M2 .. .. .	6½ x 4½	P	14 AadA	Cab	S	16 2T
M3 .. .. .	10 x 5½	P	11 AadA	Cab	S	20 8T
CM102 .. .. .	5	P	22 ATA	Cab	S	12 8T
CM481 .. .. .	6½ x 4½	P	3 Cl	Cab	Al, S	14 8T
CM517 .. .. .	5½	C	12 AadA	Cab	S	17 0T
<b>TEWEL</b>						
P14 .. .. .	6 x 3	P	4 Cl	Cab	B	24 0
P15 .. .. .	5½	P	15½ AadA	Cab	B	24 3
P33 .. .. .	4	P	15½ AadA	Cab	B	16 0
P46 .. .. .	6 x 3	P	6½ Cl	Cab	B	25 3
<b>TUDOR</b>						
110 .. .. .	4	P	8 AadA	Cab	B	10 0T
117 .. .. .	4½	P	14 ATA	Cab	B	15 0T
121/6 .. .. .	6 x 4	P	6 Cl	Cab	B	16 8T
121/8 .. .. .	6 x 4	P	8 Cl	Cab	B	18 0T
123 .. .. .	7 x 5	P	12 AadA	Cab	B	20 6T
124 .. .. .	7 x 5	P	12 AadA	Cab	B	15 0T
128 .. .. .	6 x 10	P	15 AadA	Cab	B	20 0T
<b>WIDNEY</b>						
W4241 .. .. .	5½	P	12 AadA	Cab	B	15 6
<b>WINGARD</b>						
1B .. .. .	4½	P	3½ AA	Wing	G	9 9
99C .. .. .	S/A	P	4 AA	Wing	Ch	11 6
431A .. .. .	4½	P	7½ HadA	Cab	B	21 9
432A .. .. .	4½	P	5½ HadA	Cab	B	23 3
434A .. .. .	4½	P	7 HadA	Cab	B	10 10
537A .. .. .	4½	P	16½ AadA	Cab	B	10 10
541A .. .. .	S/A	P	14½ ATA	Cab	B	14 11
581A .. .. .	6 x 4	P	6½ Cl	Cab	B	18 10
641A .. .. .	S/A	P	23 ATA	Cab	B	25 9
667A .. .. .	4½	P	8 AadA	Cab	B	21 3
681A .. .. .	6 x 4	P	3½ Cl	Cab	B	14 11
779A .. .. .	4½	P	12 HadA	Cab	B	21 6
782A .. .. .	4½	P	6 AadA	Cab	B	17 0
799A .. .. .	4½	P	9 AadA	Cab	B	10 4
941A .. .. .	5½	P	23 ATA	Cab	B	14 11
1500 .. .. .	6 x 10	P	12 HadA	Cab	G	21 3
1502 .. .. .	6 x 10	P	12 twin arms	Cab	G	28 6
1504 .. .. .	6 x 14	P	12 twin arms	Cab	G	34 9
1506 .. .. .	4 x 10	P	12 HadA	Cab	Al	38 9
1508 .. .. .	7 x 5	P	12 HadA	Cab	Al	33 6

## KEY

Col. 1—S/A, self-aligning. Col. 3—P, plane; C, convex. Col. 4—AA, angled arm; AadA, adjustable angled arm; HadA, adjustable horizontal arm; Cl, clip; ATA, angled telescopic arm. Col. 6—Ch, chrome; B, black; S, silver; Al, aluminium; G, grey. Col. 7—T, trade price.

## Mirror Makers

**Barnacle:** Barnacle, Ltd., Barnacle Works, Bensham Lane, Croydon, Surrey.  
**Desmor:** Desmor, Ltd., Pensnett Trading Estate, Brierley Hill, Staffs.  
**Dorset:** Dorset Light Industries, Ltd., East Street, Bridport, Dorset.  
**Eversure:** Eversure Accessories, Ltd., Waterfall Lane Trading Estate, Old Hill, Staffs.  
**Jagger:** Albert Jagger, Ltd., Centaur Works, Green Lane, Walsall.  
**Lucas:** Joseph Lucas, Ltd., Great King Street, Birmingham, 19.  
**Magnatex:** Magnatex, Ltd., Bath Road, Harlington, Hayes, Middx.  
**Nesthill:** Ernest H. Hill, Ltd., Beta Works, Sheffield.  
**Raydyot:** Raydyot, Ltd., Graham Street, Birmingham, 1.  
**Tewel:** Tewel Industries, Ltd., Hollinshead Works, St. James Road, Blackburn.  
**Tudor:** Tudor Accessories, Ltd., Beaconsfield Road, Hayes, Middx.  
**Widney:** Hallam, Sleight and Cheston, Ltd., Widney Works, Bagot Street, Birmingham, 4.  
**Wingard:** Wingard, Ltd., Chichester, Sussex.



## But our bodies are complete

... as well as being masterpieces of precision-building—down to the last rivet.

We admit in all modesty that we've achieved a very good name in body building. If you want any of the standard designs we've got them, ready to drive away (or we can put in any modifications you want). And, if you want a special design *exactly* to your needs—we'll make it for you.

We're not expensive—but we are competitive. We build bodies in all the standard materials—and we're experienced in glass-fibre construction.

We can give prompt quotations if you're really in a hurry.



Pantechicon Van Type Body on Dodge 6-ton Chassis. Capacity 1,300 cu. ft. Timber built with aluminium faced outside panelling. Roof 18g aluminium. Drop shutter to rear. 2 interior lights. Written and painted in synthetic paints.



Box type body fitted to 5-ton B.M.C. chassis cab. Interior dimensions 17' 8", width 7' 1", height 8' 2". Hardwood timber (inc. floor) throughout. Fibre glass roof, exterior of body 18g aluminium. Painted to customer's requirements.



Pantechicon Body on 4-ton Bedford Chassis. Approx. 1,200 cu.ft. cap. Interior dimensions 17' 4", 7' 0" wide, 8' 2" high. Integral cab seats crew of 4 behind driver. 18g aluminium panels to roof. Painted to customer's requirements.

## LOCOMOTORS LIMITED

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Telephone: VICtoria 6192

Branches throughout the country

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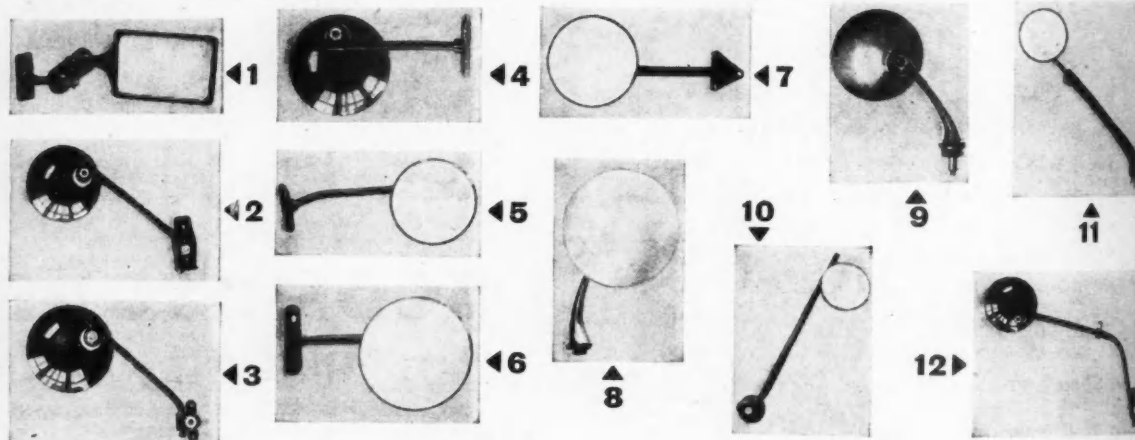


# W I N G A R D c o m

The famous

# 1500

motorway range



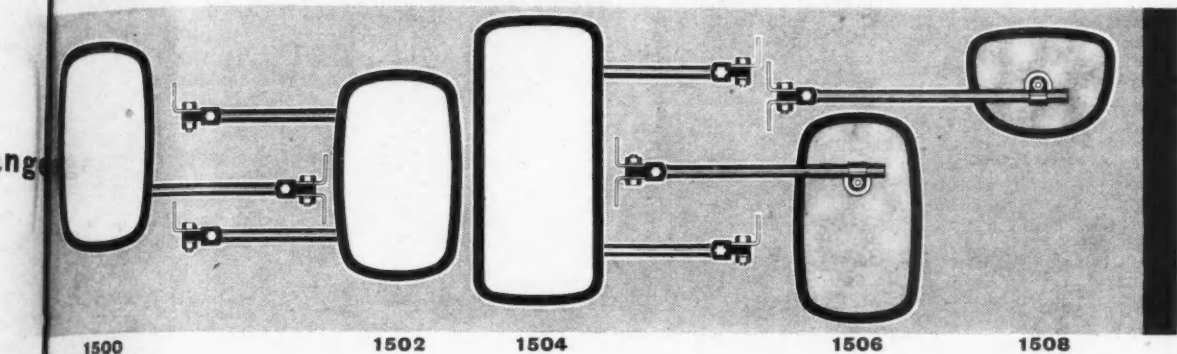
S A F E T Y I N S T Y L E



W I N G A R D

# commercial mirrors

**WINGARD** are the largest and most comprehensive suppliers of Commercial Mirrors, both as original equipment and to the commercial user.



- 1500** INTERNATIONALLY CELEBRATED — 10" x 6" flat glass, 12" single bracket. Ref. 1501 Replacement Head.
- 1502** EXTRA RIGIDITY — 10" x 6" flat glass, 12" length twin brackets. Ref. 1503 Replacement Head.
- 1504** 'CANNONBALL' — the great modern mirror 14" x 6" flat glass. Ref. 1505 Replacement Head.
- 1506** EXTRA SMARTNESS. Finished in silver anodised aluminium. 12" single bracket. 10" x 6" flat glass. Ref. 1507 Replacement Head.
- 1508** UNIQUELY STYLED TURINA — 7" x 5" maximum flat glass. 12" single bracket. Ref. 1509 Replacement Head.

## ORIGINAL 1500

Double clamp fully adjustable bracket is still freely available for use with any of the Wingard Ref. 1500 Motorway range.



## The comprehensive WINGARD range for all commercial vehicles.

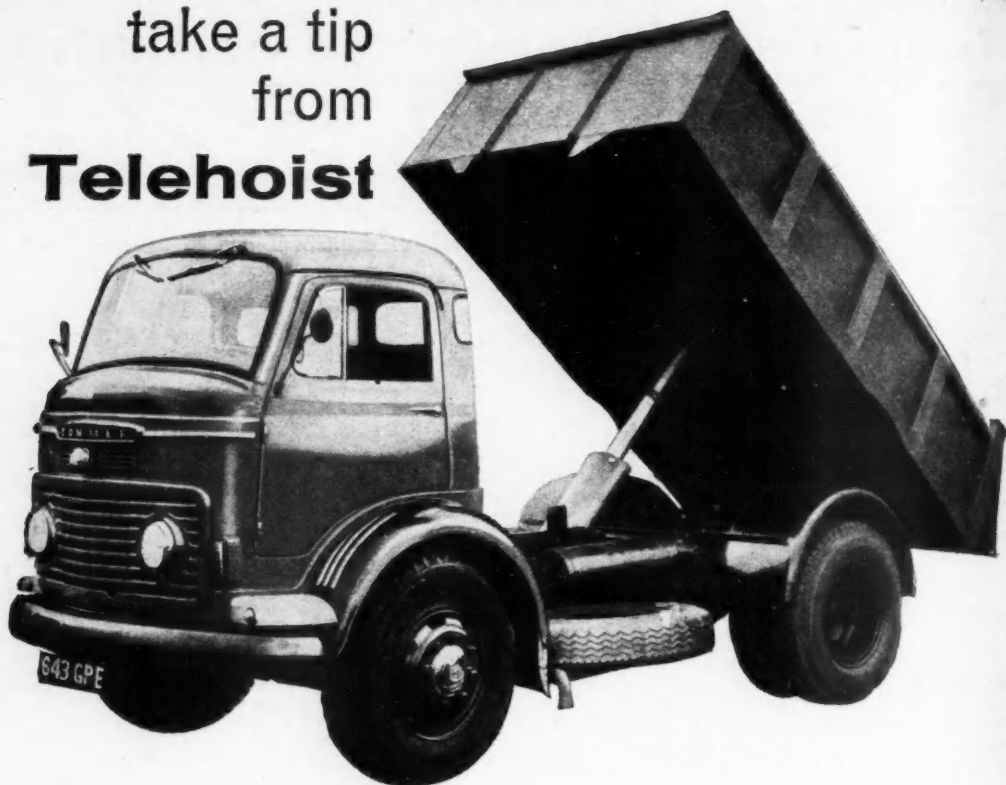
- 1 Ref. 681A Heavy Duty, double ball clamping joint. Fully adjustable. Length 12" with  $3\frac{1}{2}$ " clamps. 6" x 4" flat glass. Ref. 581A with  $6\frac{1}{2}$ " clamps, length 15 $\frac{1}{2}$ ".
- 2 Ref. 799A Fitted with round offset mirror head  $4\frac{3}{8}$ ", convex glass.
- 3 Ref. 667A Angle arm 8" long, adjustable bracket.  $4\frac{3}{8}$ " round convex glass.
- 4 Ref. 782A Universal fitting, with  $4\frac{3}{8}$ " round flat glass.
- 5 Ref. 434A Light Exterior Mirror for Morris vans. Arm length  $7\frac{7}{16}$ " with  $4\frac{3}{8}$ " round flat glass.
- 6 Ref. 432A Light Exterior Mirror for Austin and Commer vans.  $5\frac{1}{2}$ " Arm with  $4\frac{3}{8}$ " round flat glass.
- 7 Ref. 431A Light Exterior Mirror for Bedford vans.  $7\frac{1}{8}$ " Arm with  $4\frac{3}{8}$ " round flat glass.
- 8 Ref. 1B Universal fitting Wing Mirror with  $4\frac{3}{8}$ " round convex glass. Grey finish. Flat glass model Ref. 2B. REGD. DESIGN.
- 9 Ref. 99C Spring-loaded Wing Mirror with  $4\frac{3}{8}$ " round convex glass. Chrome finish. PROV. PAT. AND REGD. DESIGN.
- 10 Ref. 537A Tractor Mirror. Length 16 $\frac{1}{2}$ " with  $4\frac{3}{8}$ " round flat glass.
- 11 Ref. 641A Angle arm and offset lock nut ball joint. Opens to 23", closed 14".  $4\frac{3}{8}$ " round flat glass. Ref. 941A as above but with a  $5\frac{1}{2}$ " round flat glass. PATENTED AND REGD. DESIGN.
- 12 Ref. 779A Telescopic Mirror extend to 23", closed 13".  $4\frac{3}{8}$ " round flat glass.

These mirrors are renowned for their quality and adaptability to all commercial needs. A full range of replacement heads is also available.

C H I C H E S T E R   •   S U S S E X   •   E N G L A N D

W.W627  
D13

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Shown above is the tough lightweight SL7 which is ideal for a 7 ton chassis — an underbody slant type gear, compact in design and sturdy in construction.

## Six vital reasons why the SL7 is the gear of the moment

- \* Single telescopic ram with reinforced base designed for stability.
- \* Rotary control valve for spreading operations, giving 'raise', 'hold' and 'lower' positions.
- \* Axial piston pump for lifting power with a plus.
- \* Minimum cab gap.
- \* Maximum protection for ram.
- \* Body specification to suit the job.

To Telehoist Limited, Cheltenham, England.

Please send me brochures and prices of Telehoist

Tipping Gears and bodies suitable for a \_\_\_\_\_

\_\_\_\_\_ (name of truck)

\_\_\_\_\_ (wheelbase) \_\_\_\_\_ (capacity)

The nature of the work will be \_\_\_\_\_

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## Telehoist Tipping Gears and steel bodies for any truck, anywhere

Whatever the truck, Telehoist have a tipping gear for it. The entire Telehoist range covers 4 basic types of gear and includes 24 different models. If you would like more information on the SL7 or details of the full Telehoist range, please post this coupon.

**Telehoist Limited** an associate company of Wilmot Breeden Ltd., are at Manor Rd., Cheltenham, Tel: 53254, and at Upper Brook St., Manchester, Tel: Ardwick 6251.

# Improved Worm-gear Lubrication

Lower Friction, Reduced Wear and Better Oxidation Stability Claimed for New Oil

IN a paper entitled "Lubrication of Automotive Worm Gears," read to the Automobile Division of the Institution of Mechanical Engineers on Tuesday, Mr. J. Whittle, B.Sc., A.M.I.Mech.E., of Shell Research, Ltd., gave details of investigations carried out on worm-gear lubrication, which have led to the development of a premium-grade lubricant, which appeared to have qualities superior to those of a straight mineral oil.

These include lower friction and a resultant lower oil temperature and power loss; reduced wear and pitting; and oxidation stability better than that of an inhibited mineral oil. Mr. Whittle dealt with these three aspects separately in his paper.

## High Temperatures

Referring to friction, he said the results reaffirmed that power loss was directly proportional to temperature rise. It was found in general that low-viscosity mineral oils gave extremely high temperatures, accompanied by excessive wear of the bronze wheel, which agreed with the general field experience of these oils. High-viscosity oils gave more stable temperatures, although at a fairly high

level, but the addition of up to 15 per cent. of acidless tallow to the thinner oils gave lower temperatures than the highest viscosity oils. Tests carried out with poly-alkylene oxide derivatives showed that the friction and resulting temperature rise with this material as a worm-gear lubricant was similar to mineral oils of comparable viscosity under mild conditions, but much lower under moderate and severe conditions.

## Wear and Pitting

The tests concerned with wear and pitting were not fully conclusive, said Mr. Whittle, due to the difficulty and time involved in getting reliable results. Whilst in certain tests the synthetic oil showed advantages over S.A.E. 140 mineral oil, in others there was no significant difference between them in this respect. The disc machine used in the tests proved to be the most reliable guide available, but was capable of detecting only large differences in the performance of different oils. It was shown, however, that under test conditions, oils with an active extreme-pressure additive were more prone to produce pitting than straight mineral oils, and also that high oil acidity increased the pitting tendency of the bronze.

Extensive field tests with regard to oxidation were carried out on both straight mineral and inhibited mineral oils. These were concerned mainly with the relationship between viscosity changes, acidity, operating temperature and mileage. An important finding of the tests was that reducing operating-oil temperature effectively reduced the rate of oxidation and consequently the degree of oil acidity.

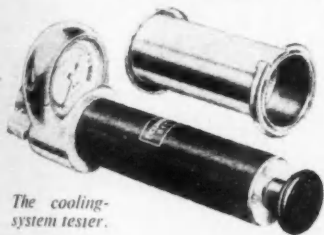
## Better Stability

Laboratory and field tests using the synthetic oil gave results which confirmed that it had better stability, and that this, with its lower operating temperature, would give an appreciably longer life than an S.A.E. 140 mineral oil. In the field tests the synthetic oil covered mileages of over 70,000 without changing, and was still in a reasonable condition.

In the conclusions to his paper, Mr. Whittle said that the decline in the popularity of the worm-gear was partly because present lubricants were not satisfactory for the increased powers being transmitted. He said that the synthetic lubricant which had been developed appeared to meet most of the requirements for a superior type of worm-gear lubricant.

## New Equipment

### Cooling-system Tester



The cooling-system tester.

A METHOD of testing pressurized cooling systems and radiator caps is provided by a new piece of equipment from J. W. Pickavant and Co., Ltd., Bow Street, Birmingham.

The tester, which comprises a hand pump with a pressure gauge attached, is fitted in place of the radiator cap and pumped until the pressure in the system corresponds with the cap pressure. A drop in pressure indicates leakage, which, if not visible externally, indicates an internal fault.

An adaptor is used in checking radiator caps to which the tester and cap are fitted. The tester is pumped until the relief valve on the cap opens, the

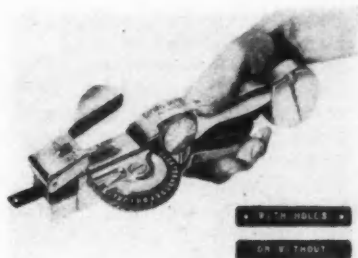
pressure attained being shown on the dial, which is calibrated in pressure zones.

Price of the tester kit is £5 2s. 6d. or £6 for a de luxe version.

### Pedestal Bracket

THE 4FB auxiliary-lamp - mounting bracket just introduced by Joseph Lucas, Ltd., is designed specially to fit their SFT and SLR 576 and 700 fog and long-range lamps. The head of the bracket can be rotated through 180°, enabling the lamp to be adjusted to its most suitable position, and three sizes are available with heights of 3 in., 4 in. and 5 in. The price of the complete bracket is £1 5s.

The new Lucas lamp bracket.



Dymo-mite's embossing tool.

### Embossing Tool

THE M3 version of the Dymo-mite hand embossing tool recently introduced by Hellermann, Ltd., Crawley, Sussex, enables holes to be punched in the ends of embossed labels and the corners to be rounded in the cutting-off action. The tool gives a method of producing embossed labels easily and quickly from a roll of 1/4-in.-wide tape located in the container at the end of the handle. Tapes of aluminium, monel, stainless-steel, copper, zinc and vinyl, in six colours, are obtainable, those in aluminium and vinyl being available with adhesive backing for easy fixing in many applications.



# DEMOUNTABLES for FLD

*Cement Deliveries in Specified Form Are Speeded by the Extensive Use of Demountable Pressurized-Container and Tipper Bodies on a Variety of Modified Chassis*

**By P. A. C. Brockington,**  
A.M.I. Mech. E.

**C**EMENT-MAKING plant of The Ketton Portland Cement Co., Ltd., Ketton, produces around 320,000 tons of material in a year, about 62 per cent. of which is delivered in the company's fleet of 54 vehicles. In the year ending June 30, 1960, the total distance covered by the fleet was 1,976,776 miles. The cement is carried in paper bags on platform vehicles, in loose bulk in tippers, or in pressurized containers.

The demand for cement in pressurized-container vehicles is increasing and, when the output of cement is raised by some 150,000 tons with the completion of additional plant in 18 months' time, it is probable that a larger proportion of the extra vehicles required will be of this type.

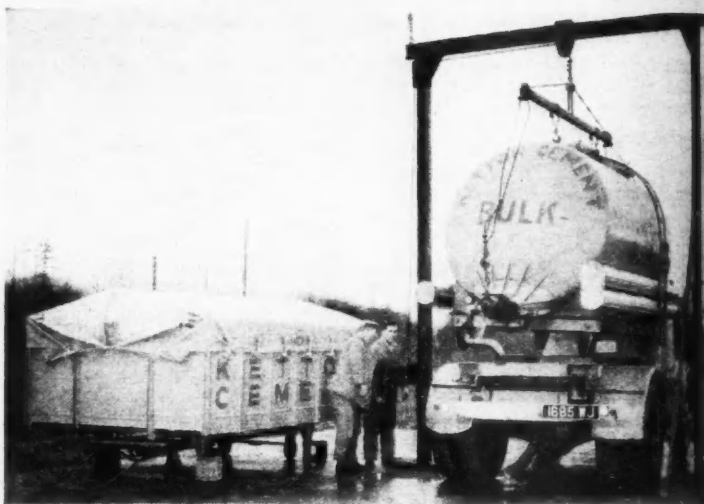
In the existing fleet, seven Commer and one Dodge eight-ton chassis are equipped to accommodate Bonallack Pneumajector demountable containers of light-alloy construction, and aluminium fixed-sided tipping bodies are supplied by the same company to a specified design. These are interchangeable with the containers. In many cases a load is required on the day the order is received, and delivery of the material without delay in the form specified by the customer is greatly facilitated by the use of demountable bodies.

Given the necessary terminal facilities, delivery in a pressurized container enables the driver of the vehicle to discharge the load at the rate of 8 tons in 20 minutes (to a height of 50-75 ft.), whereas it requires three to four men to unload the same tonnage, carried in 160 paper bags, in a comparable time. Inevitably, at some termini such a labour force is not available at short notice, and vehicle turn-round is delayed. Use of the system is, therefore, of benefit to the vehicle operator as well as the customer.

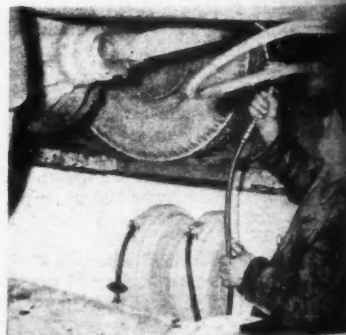
Portable silos are now widely employed on building sites, and direct delivery to these temporary storage units represents a substantial proportion of the silo traffic. Loose bulk loads are normally tipped into the ground hoppers of static plant, the material being elevated to the processing equipment by means of a conveyor. Cement employed in the production of pre-mixed concrete is also transported in containers.

Vehicles to which Pneumajector equipment is rigidly attached include Leyland Octopus chassis of 15-ft. 6-in. wheelbase with a carrying capacity of 15 tons; Commer and Dodge eight-tonners; and Thames Trader 7½-ton vehicles. All the tanks are of the single-compartment type, but a new 15-ton eight-wheeler will be equipped with a

D16

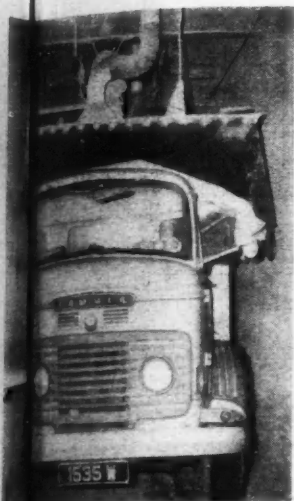


(Above) Two men, a gantry hoist, a hand-trolley and a simple jack are needed in the body-changing operation. On the hoist is a pressurized container.



(Right) Retractable grease hoses are used in the pit-type greasing bays where all vehicles go at 1,000—1,500-mile periods.

# Delivery and Turn-round



(Above) Bulk loading tipper is a one-man job. The way virtually eliminates dust.



(Above) A Leyland Octopus 24-ton-gross eight-wheeler, one of the heaviest vehicles in the fleet, ready to leave the works.

(Left) This method of locating demountable bodies, both containers and tippers, enables two men to change a unit in about eight minutes.

(Below) Bag-loading onto Commers, the average handling rate being 30 bags per minute. The bags are lowered for handling by conveyor.

two-compartment container to enable separated loads to be carried. The equipment will be mounted on an A.E.C. Mammoth Major chassis.

Weighing approximately 8 cwt., the standard Pneumajector 8-ton container has a capacity of 265 cu. ft. A Ricardo-Wellworthy or Godfrey blower is driven from the power take-off of the gearbox and provides an operating pressure up to 10 p.s.i. Air is supplied to a mixing chamber at the rear of the container, and the fluidized material is pneumatically discharged through a manifold to a flexible pipe, which is coupled to an extension pipe on the silo. Discharge is assisted by progressive tipping as the container is raised, the vehicles being equipped with front-of-body or underbody lifting gear.

## Body Changing

Both the container and tipping bodies are equipped with four truncated cones, which mate with sockets in the lifting sub-frame and are locked in position by spring-loaded pins. Body changing occupies two men about eight minutes and is performed with the aid of an overhead gantry hoist, a hand-trolley and a simple type of single-wheeled jack. A spreader attached to the hoist carries four cables, which are hooked to lugs at the corners of the body for unloading. After the body has been raised and the vehicle has been moved away, the hand trolley is wheeled into position to receive the body for transfer to a nearby parking area. Permanent concrete posts are provided to support the empty bodies, the jack being employed to raise the body from the trolley onto the posts. Loading follows the reverse procedure. Either type of body can be moved easily by one man.

It is notable that the Pneumajector prototype demountable container which was first exhibited at the Commercial Motor Show in 1958, was acquired by the company to test the suitability of the system. As many as three or four

*On their way. Two Commer tippers on the weighbridge en route for a delivery.*

changes may be made during the day of the bodies of the eight dual-purpose vehicles to meet variations in demand; if vehicles with demountable bodies were not available, many deliveries would be delayed, or it would be necessary to augment the number of pneumatic-discharge and tipping vehicles in the fleet.

All the bodies employed, including the platform type, are of light-alloy construction, apart from a small number of conventional bodies fitted to older vehicles. In addition to the increased payload they afford, the alloy bodies have good wearing properties, which is shown by the record of the older bodies with over four years' service to their credit. Coal and gypsum are regularly back-loaded in the tippers for the cement plant, 5-6 cwt. of coal being required to produce one ton of cement.

The concern's fleet of 19 tippers comprise vehicles of Leyland, Commer, Dodge and Seddon manufacture with capacities varying from 7½ tons to 15 tons. In the main the larger vehicles are based on Leyland chassis.

#### Platform Vehicles

Capacities of the 13 flat-platform vehicles vary between 8 tons and 12 tons and the lorries include two Leyland Beaver six-wheelers, with trailing axles converted by the Boys company, and a Maudslay 10-ton twinsteer six-wheeler. The bodies of these vehicles are mainly of the drop-sided type.

Tipping bodies are equipped with a special tailboard assembly having hinges at the top and bottom to enable the vehicle to be employed to carry material in loose-bulk form or to transport cement in bags. The tailboard is hinged on its upper side to a removable bulkhead section and is therefore of reduced depth. This is of particular advantage for sack loading because, in effect, it increases the strength of the tailboard and obviates distortion when the board is supporting the weight of the loaders. A hardwood top rail of radiused-section is fitted to both sides to prevent chafing of the protective sheeting. Following standard Bonallack practice the sides of the body are reinforced externally by channel-section pillar members, and squeeze-type rivets are employed throughout the main structure.

#### One-man Loading

A method of loading by one man has recently been introduced for loose-bulk vehicles which virtually eliminates escape of dust to the atmosphere and has obvious advantages with regard to general cleanliness and wastage of material. The vehicle is backed under a canopy having rubber curtains, and the cement is discharged into the body from a single spout, the dust being extracted by a vacuum system. There are two bays for this loose-bulk loading operation.

In the case of pressurized containers, dustless loading is performed by the driver with the aid of a discharge spout mounted on a concertina-type flexible tube, the spout being clamped to the manhole cover and sealed to prevent loss of material. Tipper bodies and containers can be loaded at the rate of 8 tons in five to six minutes.

Bags are transferred to the vehicle loading deck by conveyor from a 12-spot bagger, the average output of



which is 90 tons per hour. The bags are hand-loaded at a similar rate by two men, 30 bags being handled in one minute.

Every vehicle is greased and checked by a team of two mechanics in a modern greasing bay after running 1,000-1,500 miles. The bay is fitted with retractable lubrication hoses, compressed air plant and fluorescent lighting. All painting operations are also performed on the premises and complete overhauls of engines and chassis are undertaken, apart from cylinder reboring and crankshaft grinding.

An outstanding economy measure is provided by the use of old lubricating oil in a Hydra burner for space heating in the winter, the amount of oil available being sufficient to operate the burner for several months. The oil is drained into a special underground storage tank and is automatically pumped to a float-controlled service tank in the burner room.

#### Comprehensive Stock

A comprehensive stock is maintained of fast-moving spares covering every type of vehicle in the fleet. All parts are tabulated with numbers in consecutive order, which affords a ready means of verifying the current cost of each item.

Vehicles are docked at 10,000-mile intervals for the application of a "protective maintenance" schedule, which includes a thorough examination of all engine, running-gear and equipment assemblies and any repairs that are required. A simple type of maintenance chart based on a peg-board affords an immediate indication of vehicle availability and the mileage to be run before an oil change or 10,000-mile maintenance check is required. Each vehicle is numbered, and numbers covering every vehicle in the fleet are arranged horizontally along the top of the chart.

Each vertical space denotes a mileage of 500, and white pegs are positioned on the board to show the total mileage covered.

A pink peg indicates the mileage at which the next oil change will be required, whilst the deadline for the maintenance check is shown by a yellow peg. If a yellow or pink peg is in line with, or in front of, the white peg, this indicates that oil changing or docking for maintenance is respectively due or overdue.

The chart is examined daily by the transport staff to assess the work that will be necessary in the days and weeks ahead, and is at the heart of the fleet's efficient and reliable operation.

On

**A.E.C.  
ALBION  
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**are standard, part-standard or  
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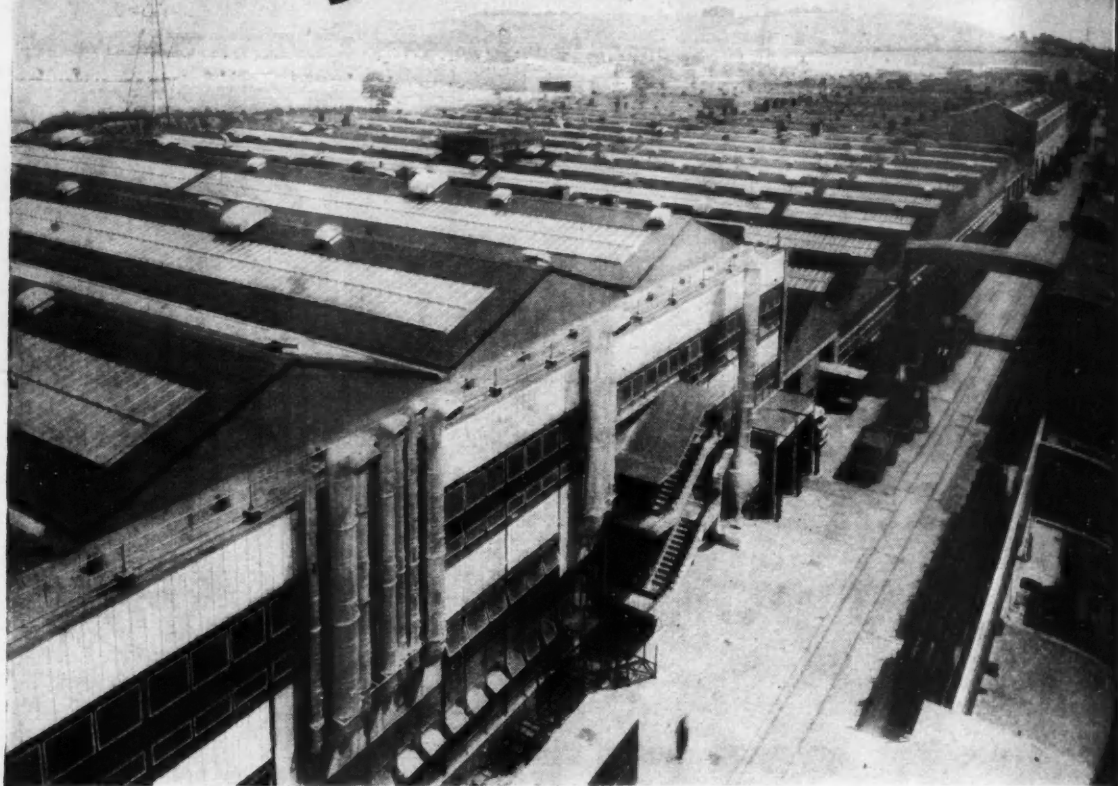
Michelin 'X' tyres reduce your tyre costs and give better protection to your vehicles and to the goods or passengers that you carry.

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MICHELIN TYRE CO. LTD. Head Office and Factory: STOKE-ON-TRENT



# 67,896 trucks



## The Bedford truck range

### LOW LOADERS

(all on 16 inch wheels)

N.C. 25 cwt. and 35 cwt. design for vans and light trucks

N.C. 3 ton short and long chassis

N.C. 4 ton long chassis

F.C. 3 ton, 4 ton and 5 ton chassis

F.C. 5 ton long chassis

F.C. 6 ton long chassis (on 17 inch wheels)

### TRUCK CHASSIS

(all on 20 inch wheels)

N.C. 5 ton long and extra long chassis

N.C. 6 ton long chassis

N.C. 7 ton long chassis

F.C. 6 ton long chassis

F.C. 7 ton long and extra long chassis

F.C. 7½ ton extra long chassis

### TIPPER CHASSIS

(all on 20 inch wheels)

N.C. 5 ton and 6 ton short chassis

N.C. 7 ton short chassis

F.C. 7 ton short chassis

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(all on 20 inch wheels)

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Bedford-Primrose and Bedford-York 6 wheelers

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Your Bedford dealer will give you full details of complete range.

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**better trucks than ever before . . .**

**from Europe's largest truck**

**factory**

Bedford beat their own record . . . AGAIN! In 1959 a total of 53,643 trucks. In 1960—a record-breaking total of 67,896 trucks in payload classes ranging from 25 cwt. to 12 tons. And that's not all . . . during the year nearly 40,000 light vans have come off the production lines making the total production of all Bedfords well over 100,000 vehicles.

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Years of service experience in the Bedford dealer organisation make Bedford truck service the **best in the world.**

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BRANCHES THROUGHOUT THE BRITISH ISLES

## Political Commentary

By JANUS

## TOPLESS TOWER

THE ripple of public interest created by the release last month of a study on transport by the Association of British Chambers of Commerce was almost obliterated by the tidal wave from the Government's White Paper. It remains a useful exercise to compare the two documents, which both make a determined effort to grapple with the enigma of a vast structure, gimcrack at the best, built for one purpose and now to be adapted for something completely different.

The study was concerned with transport as a whole and is bound to take up some points not dealt with in the White Paper, much as one would like to have an official Government statement upon them. It is axiomatic, says the Association, that the trader should remain free to operate his own vehicles under C licence. They add the interesting comment that professional transporters, road or rail, are always developing and improving their facilities, and that these developments are worth studying before a decision is taken to renew or expand a C licence fleet.

Almost certainly the Government would agree with both statements, although there is nothing about them in the White Paper. The official view is less certain on the suggestion by the Association that a review of the licensing system is needed, and that in the interim the Licensing Authorities should give a more liberal reception to applications, with objections and the need to give evidence reduced to a minimum. "The abolition of any locational qualification as a basis for a licence is essential," the Association add.

Where the study and the White Paper are on the same ground there are one or two clashes of opinion between them. The Association see no virtue in the financial interest held by the British Transport Commission in the Tilling, Scottish or B.E.T. groups, whereas the Government clearly intend to retain that interest through the holding company that is to be set up as one of five main bodies directly responsible to the Minister of Transport.

On the other hand, the Association do not go nearly as far as the White Paper in their proposals for British Road Services. In the interests of greater co-ordination, they recommend that B.R.S. should be made subject to the railways as if they were a railway region. The Government think it better to separate B.R.S. from any other goods transport section and to put them also under the holding company. Co-ordination will be the responsibility of the Minister assisted by his new advisory council, and further arrangements will be made for co-ordinating day-to-day activities.

Eligibility for the holding company includes apparently a sound financial standing. The businesses in the company are expected to yield a good return, just as if they were operated under private enterprise. The Association, somewhat surprisingly, seem to doubt the ability of B.R.S. to do this. The study admits no more than that they have reorganized themselves into a "marginally profitable unit, although not strong enough to support capital liabilities." This doubt about B.R.S. is one reason why the Association would prefer them to remain in public ownership.

The study also envisages the expansion of B.R.S., so long as this is in fair competition with other hauliers. There is no comment on this point in the White Paper, and this is

not surprising in view of the categorical pledge given by the Conservative Party in a document as official and as recent as the 1959 General Election manifesto, which stated: "We are utterly opposed to any extension of nationalization, by any means."

The nagging doubt that this may not mean what it evidently says—coupled with the contradictory proposals of the study and the White Paper, the Railway Conversion League and the Road and Rail Association, and the Conservatives and the Socialists—underlines the unrealistic position that has been reached. Nobody really knows what should be done with nationalized transport, and it may be said in a sense that any solution to the problem is as good or as bad as another. Bitter experience has shown that, however many modifications may be introduced, the B.T.C. were not suited to their original purpose and are perhaps still less suited to the functions that they or their successors will now be called on to perform.

The Socialists who built the Ivory Tower did not make a particularly good job of it. The many flaws, such as the unresolved relationship between the Commission and the executives, and the plain need for more and more restrictions to sustain an uninviting monopoly, might have led to disaster had the Labour Party remained in office. From the first the intentions of the Socialists were never clear even to themselves, and there were a number of important points on which they apparently agreed to differ.

All public long-distance transport, it was proclaimed, was to come under one control and was to be "integrated," although to the very end the meaning of that vital word was never made clear. The phoenix born from the ashes of private enterprise was supposed to provide a service rather than to make a profit. In spite of this, the Transport Act, 1947, laid down the unenforceable doctrine that the Commission should pay their way, taking one year with another. The monopoly set up by the Act seemed destined sooner or later to involve inroads into the freedom of the customer, but the safeguarding of that freedom was nevertheless written into the Act itself.

In so far as nationalization conformed to a positive plan, all the signals are being reversed in the White Paper. Integration in every shade of meaning has been abandoned and competition is to reign to the fullest possible extent. The profit motive is to be firmly implanted—or as firmly as the soil will permit—in every branch of nationalized transport. For a time the railways are to be handled with kid gloves, but there will evidently be trouble if there is still an annual railway loss after five years or so.

But although the principles have been so radically changed, they still have to be arranged within the shell originally built for their predecessors. There is no talk of actually pulling the Ivory Tower down, although what was intended to be the very keystone itself, namely the Commission, is to be taken away. It was never of much use at its best and has been slowly declining in importance. Nevertheless, something or somebody must take its place and this is where the intrepid Minister steps in, establishing with the various boards and companies, as far as the White Paper lets us into the secret, a kind of mystical relationship even more ineffable than integration.



# British Heavy



By  
**John F. Moon,**  
A.M.I.R.T.E.

*One of the new Austin 10/12-cwt. vans will be exhibited at the Salon, with a similar vehicle among the Morris exhibits.*

**T**HERE would appear to have been a certain amount of confusion amongst British and Continental heavy-vehicle manufacturers with regard to exhibition at the 41st Brussels Salon de l'Automobile, which, as reported last week, is due to be opened on Wednesday. Apparently some semi-official agreement was reached between importers of heavy vehicles that they would not participate in this year's exhibition, preferring to devote the money that would be involved to other publicity purposes.

As a result, although British light- and medium-weight vehicles are to be well represented at Brussels, the only British heavies will belong to the Leyland Group. Certain other British heavy manufacturers would definitely have been represented had the initial confusion not arisen, but as it is Continental makers can be expected to dominate the field.

The Leyland Group exhibits, featured as usual by Brossel, will consist of two passenger chassis and two goods models, with a further two Belgian-bodied buses on Worldmaster chassis. One of the passenger-vehicle exhibits will be a Worldmaster left-hand-drive chassis, a feature of which is the incorporation of leaf-air suspension at both axles.

Other novelties about this chassis, which has a wheelbase of 18 ft., are the use of an O.600 engine—instead of the O.680 unit more normally used in

the Worldmaster—and the installation of non-standard power-assisted steering, similar to that previously fitted to Leyland chassis built for service in Oslo.

The Worldmaster has a Pneumo-Cyclic semi-automatic gearbox, and the suspension system consists of two

*Standard-Triumph, S.A., will exhibit two Atlas models, one of which is a normal van, as illustrated, whilst the other is an ambulance with Belgian bodywork.*



double-convolution bellows assisting the leaf springs at the front axle and four double-convolution bellows supplementing the rear-axle leaf springs. Dampers are incorporated at both axles.

A Leopard underfloor-engined chassis will be the other passenger exhibit, and this too is a left-hand-drive model, its wheelbase being 16 ft. 2 in. The Leopard—although a relatively recent introduction to the Leyland passenger range—is already

starting to prove popular overseas, and 36 have been shipped to Finland and 30 to Australia in addition to more than 200 ordered by British operators.

The Brussels exhibit has the standard O.600 horizontal oil engine, with four-speed synchromesh gearbox, and is fitted with 9.00 by 20-in. (12-ply) tyre equipment. The low unladen chassis weight of this design—4 tons 8½ cwt.—should be of particular appeal to Continental operators.

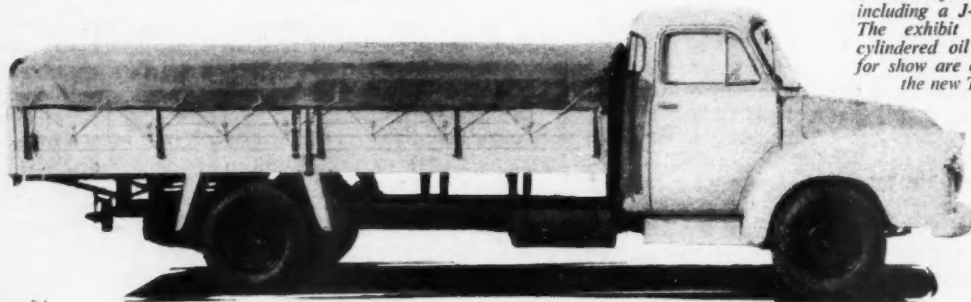
Both the Leyland goods-vehicle exhibits are basically Albion models. They consist of a Leyland Meteor 12-ton-gross four-wheeler and one of the latest Reiver six-wheelers. The Meteor was introduced at the 1960 Brussels Salon and is assembled in Holland by Leyland-Holland, N.V. It is basically a long-wheelbase Albion Chieftain, with heavy-duty chassis

frame and Leyland O.375 oil engine and, like the Reiver and the latest Leyland Power-Plus heavy-goods models, has a cab with entrance steps ahead of the front wheels.

The Reiver exhibit is similar to the model road tested by *The Commercial Motor* (September 16, 1960), and has the Leyland O.400 oil engine and non-reactive, double-drive rear bogie.

Turning to the lighter exhibits, the Austin exhibits promise to be

*Eleven Bedfords will be shown, including a J-type 4-tonner. The exhibit has a four-cylindrical oil engine. Also for show are examples from the new TK range.*



# Brussels Show

*Absence of British Heavy-vehicle Exhibits at 41st Brussels Motor Show: Leyland Group Vehicles to be Displayed, However, and Light and Medium Models will be Well Represented*

particularly comprehensive, ranging from a Seven  $\frac{1}{2}$ -ton van to a forward-control 7-tonner. The Austin models will be shown by Sogida, S.A. and include two of the new models introduced at last year's London Commercial Motor Show, these being a 152 Omnivan with double side-loading doors and a 10-12-cwt. van.

Other Austin vehicles will include a short-wheelbase Gipsy 4 x 4 with tilt top, and a normal-control 3-tonner. Models from the intermediate-weight range will comprise representative F.G.s, whilst the top end of the range will be marked by forward-control 5- and 7-tonners.

Eleven Bedford models are to be shown on the General Motors Continental stand, including five examples from the new TK range. The lightest exhibit will be a CALV long-wheelbase 10-12-cwt. van, and there are to be two petrol-engined 3-tonners: one a J-type normal-control model with cab, and the other a KC forward-control chassis.

Two J-type normal-control chassis will be featured, these being 4- and 6-ton oil-engined models, whilst the remaining J-type is to be an oil-engined 7-ton tipper. The four other TK models all have oil engines, and the exhibits consist of 6-, 7- and 7 $\frac{1}{2}$ -ton chassis and a 12-ft. 7-in.-wheelbase 7-ton lorry. The remaining exhibit will be an SB3A petrol-engined coach.

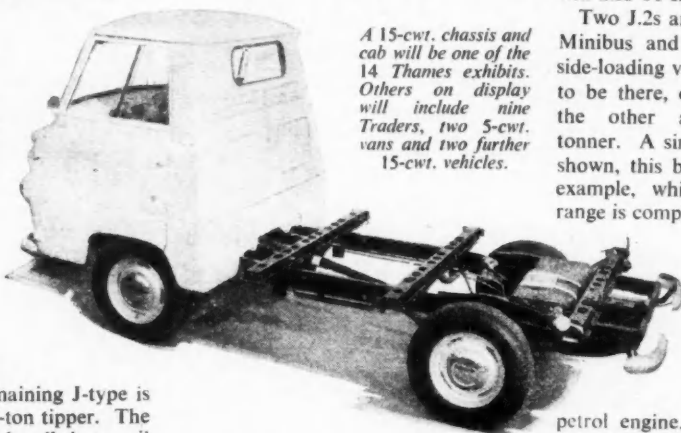
Rootes (Belgique), S.A., are to show 11 Commeres and two Karriers—an impressive display. The smallest Commer is a Cob van, and next in line to it comes an Express van. Five of the new  $\frac{1}{2}$ -ton models will be shown, these being a petrol-engined van, an oil-engined pick-up, and petrol-engined 12-seat bus, caravan and mobile shop.



Five Commeres are to be shown from the new  $\frac{1}{2}$ -ton range, including a petrol-engined mobile shop similar to that illustrated above.

A 1 $\frac{1}{2}$ -ton van will be there, and also two 6-tonners, one of which is a Superpoise normal-control chassis and cab, the other being a forward-control model with Perkins oil engine. The Rootes two-stroke engine is to be featured in a 7-ton forward-control chassis and cab exhibit. The Karrier models will consist of a Bantam and a Gamecock, both in chassis-cab form.

British Ford exhibits also will make an impressive display, nine Thames



A 15-cwt. chassis and cab will be one of the 14 Thames exhibits. Others on display will include nine Traders, two 5-cwt. vans and two further 15-cwt. vehicles.

Traders to be exhibited, ranging in payload capacity from 2 to 7 $\frac{1}{2}$  tons. There will also be two 5-cwt. vans and three 15-cwt. models, one of which will be as a chassis and cab, one as a complete van with side loading door, and the other as an 8/10-seat estate car.

Four Land-Rovers are to be shown, two of which are long-wheelbase models. These consist of a station wagon and a truck, whilst the short-wheelbase examples include a version fitted with snow-ploughing equipment.

The Nuffield distributors in Brussels, Ets. P. Decrose, S.A., are showing 11 Morris commercial-vehicle exhibits, the smallest of which is a Mini-Van 5-cwt. model. Another 5-cwt. van for display is that based on the Morris Minor 1000 car, whilst one of the new J.4 10/12-cwt. forward-control vans will also be shown.

Two J.2s are to be displayed, one a Minibus and the other a 16/18-cwt. side-loading van. Two other vans are to be there, one of which is an LD, the other a forward-control 2-tonner. A single F.G. model is to be shown, this being a 4-ton oil-engined example, whilst the forward-control range is completed by a 5-ton oiler and two 7-tonners, one of which is a short-wheelbase chassis.

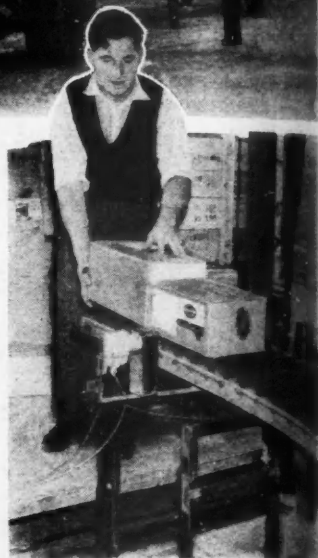
Standard-Triumph, S.A., are to show two Atlas vehicles, both of which have the Standard 948 c.c. petrol engine. One of these will be displayed as a standard van, the other as an ambulance with Belgian bodywork.

Power units form an important section of British automotive exports, and in this respect Perkins are to be well represented on the stand of Ets. Hunter and Co., s.p.r.l. These engine exhibits will include a Four 203 four-cylindrical unit, as fitted by Chrysler, and a Four 99 1.6-litre engine. More powerful Perkins engines on display will be the new direct-injection Six 354 and the indirect-injection Six 305.

by Tom Walkerley

*At the Bristol depot of A. Packham and Co., Ltd., smalls can be loaded by means of this covered conveyor, hydraulically adjustable for height. The Thames Trader's box-van body sports a new lettering design.*

# From Smalls To Distribution



*(Above) An invisible ray electronic counting device has been found to save much time on the loading bank. (Left) One of the new Bedford TK tractors used on the London-Bristol trunk route.*



**T**HE efficient distribution of repeat-selling goods in a highly competitive field is one of the major problems of marketing. In a period of increasing advertising effort and some credit restriction, it is important that stocks at the point of sale should always be sufficient and that arrangements should exist to replace them at short notice.

Neither retailer nor manufacturer can afford to hold uneconomic stocks, and only a balanced flow of goods through the distribution pipeline can ensure that there are no gaps in the supply system or on the shop counter. This can be achieved by the establishment of local distribution centres where fluctuations in demand can be gauged and met.

A comparatively new service which several hauliers are now offering adds warehousing to their usual functions of collection and delivery. It is a service which has been enthusiastically welcomed by manufacturers who are unable to cover the entire country from their own depots or who wish to regard the haulier's warehouse as a sub-depot to their own provincial centres. It solves the problems of both staff and storage, at minimum cost.

D26

## *North London Hauliers Combine Trunking with Local Delivery from West Country Depots to meet Selling Requirements*

Early entrants in the field of distribution contractors were A. Packham and Co., Ltd., 60 Highbury Grove, London, N.5. The company, originally smalls carriers, now operate main warehouses at Bristol, Falmouth and Cullompton, Devon, as well as head offices at Highbury, and sub-depots at Southampton, Bournemouth and Salisbury.

Large storage accommodation is not available at the sub-depots, but facilities exist to break bulk and make local distributions. The Falmouth warehouse is operated jointly with another company in which Packhams are shareholders.

Both the Cullompton and Bristol warehouses are of considerable size, the former offering 260,000 cu. ft. of covered space and the latter, opened in 1959, 360,000 cu. ft. Each is well equipped with mechanical handling plant, including fork-lift trucks and conveyors, and the loading banks have ample space for dealing with up to 14 vehicles simultaneously.

Cullompton main depot is served by direct trunk services from London and Bristol, and distributes over Devon and part of Somerset and Dorset. Bristol depot is fed by

*(Continued on page 843)*





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THE COMMERCIAL MOTOR

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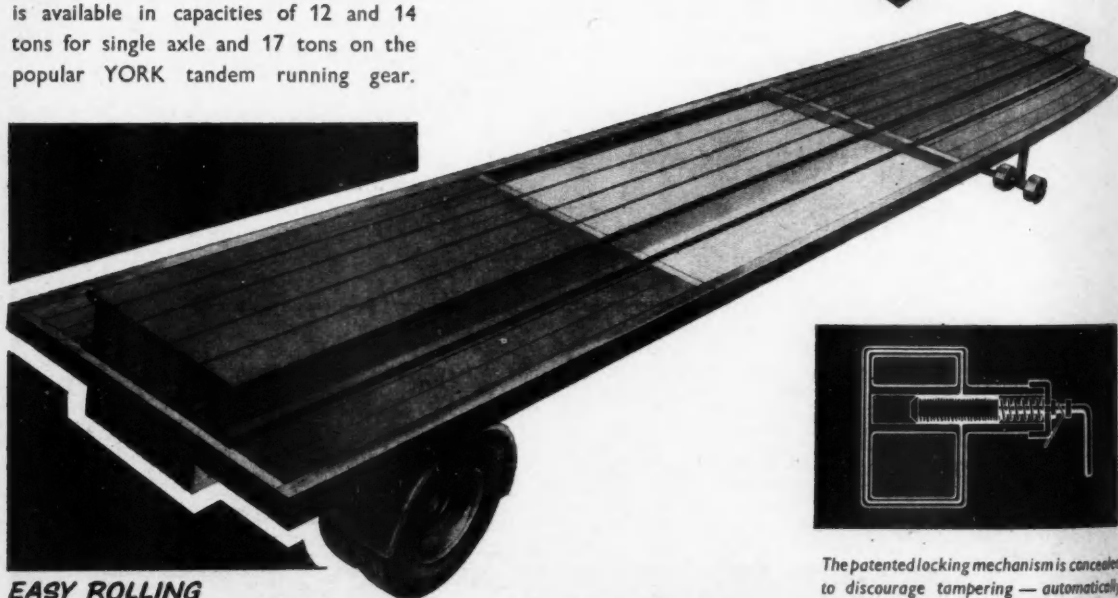
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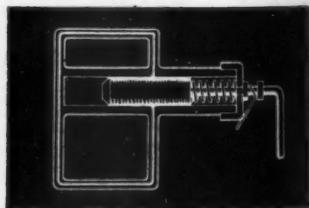
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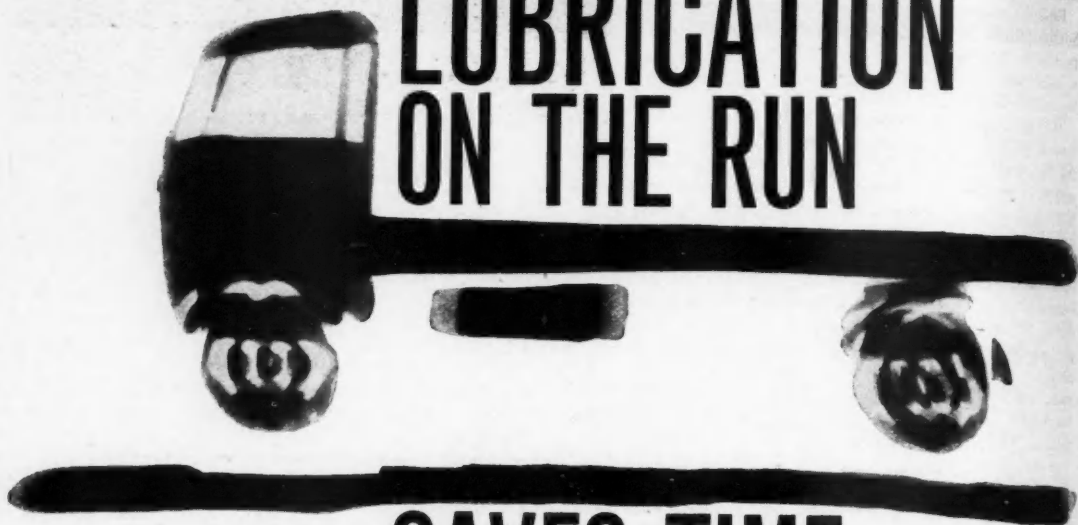
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### Automatic Chassis Lubrication

TECALEMIT LIMITED PLYMOUTH DEVON

trunkers from London, Cullompton and Falmouth and distributes over Wiltshire, part of Gloucestershire, Dorset and Somerset. Falmouth has its trunk service from London and Bristol, and serves the whole of Cornwall. No considerable storage space exists at the Highbury depot but goods inwards and outwards move so rapidly that it is scarcely necessary.

Regular trunk services are run from London to Southampton, Bournemouth and Salisbury, and the two latter depots are also served from Bristol. It will be seen that a very efficient network covers the whole of the south-west.

The special convenience which Packham trunk service offers to retail goods manufacturers is that the merchandise can be moved without undue urgency, and without the errors which are apt to attend over-hasty movements. The bulk traffic can also be handled at a lower rate than would be the case for an individual consignment.

On arrival at the warehouse at Bristol, Cullompton or Falmouth, the goods are off-loaded, checked and taken into store. Warehouse clerks bring their records up to date and the goods are reissued only against the manufacturer's demand. The local delivery is undertaken in box-bodied vans, the manufacturer is notified and in due course the warehouse stocks are replenished through the trunk system. The distribution cycle is then complete.

### Counting by Ray

Although not strictly mechanical handling devices, the photo-electric counters employed in Packham warehouses are interesting. It was found that a 1-ton consignment of cartons was unloaded in about 22 minutes, the team stacking the cartons for counting in convenient lots of five or 10. The photo-electric counter, manufactured by the General Electric Co., Ltd., reduced the unloading time to eight minutes.

Packham warehouses are supplied almost equally by the company's own transport and that of their customers, delivering direct. The manufacturer can also deliver in bulk to the nearest Packham depot, for onward transmission. All consignments are entered on a master document known as a van guidance, which provides the traffic movement order and proof of delivery. The same sheet is also the basis for the invoice and a further copy is retained at head office for statistical purposes. The various depots are responsible for producing accounts up to the pricing stage; thereafter, rendering of accounts to the customer is undertaken by head office.

The present Packham fleet numbers some 56 vehicles



*Mechanical handling has reduced much of the labour in loading and stacking consignments at Bristol.*

and eight semi-trailers. About half are boxvans, with 16-ft. composite bodies by H. Tidd and Sons, Scarborough Road, London, N.4, on 5-ton Thames chassis. There are also 15 drop-side trucks, on Thames or Bedford chassis, and five 10-ton Bedford tractors. The semi-trailers are variously flats and insulated containers by the same bodybuilders. In addition, there are seven other vehicles, including cars and breakdown trucks.

Maintenance facilities exist at each of the main depots. The programme is based on time, rather than mileage, so that every vehicle is inspected at fortnightly periods, with a more detailed examination superimposed each month.

In a typical year of operations, the trunkers cover about 400,000 miles and the distribution vans approximately 1m. miles. About 2½m. packages, weighing 52,000 tons, are handled and the individual consignments exceed half a million. The staff employed throughout the network numbers about 170, of whom 50 are drivers.

### Rates Calculator

The Packham business has increased notably in the past year or two and the directors ascribe much of their success to the publication of an attractive brochure which is, in essence, a handy ready-reckoner of rates from a number of dispatching points to the destination areas. Apart from unusual consignments, the customer can calculate exactly what his work is going to cost. Storage is usually charged at the rate of 2d. per sq. ft. per week and there is a handling charge of between 17s. 6d. and 30s. per ton.

Packham's are also founder-members of the Eurofreight service which consigns parcels traffic for the Continent by sea or air, speedily and with the minimum of intermediate handling. This door-to-door service is rapidly finding favour with exporters.

Under the direction of the chairman, Mr. Albert Packham, and his son, Mr. Philip Packham, the company has the air of being much on its toes. The service it provides is something new in the field of mass distribution of consumer goods and its usefulness is being increasingly recognized. It is a service which provides for the rapid transport of goods in bulk from factory to warehouse. The 10-ton articulated outfits are on the road for nearly 24 hours a day throughout a five-day week.

At the warehouse end of the system, orders placed with the local manager during the afternoon are sorted and loaded overnight, so that deliveries to local shops can be made next day.

All this is carried out by the haulier, thus relieving the manufacturer of the outlay associated with regional depots, of the staffing problem and a complex transport organization. It would seem that there is a bright future for the distribution contractor.



*A Thames Trader, bodied for local delivery service in the West Country by H. Tidd and Sons.*



## New Garage For Greenslades

**A**CCOMMODATION for 50 coaches is provided by the new garage and workshops brought into use by Greenslades Tours, Ltd., at the junction of Willeys Avenue and Alphington Street, Exeter, this week. The new premises, in the St. Thomas district of the city, were erected at a cost of approximately £50,000 and will replace a building due for demolition in the centre.

Clad in brick, with steel framework, the building is of the three-bay type, with roofing in asbestos sheet and patent glazing. Timber sliding doors are pro-

(Right) Greenslades' new Exeter garage occupies a corner site exceeding 2,500 sq. yd. in extent. There is covered accommodation for 50 coaches. (Below) A recent addition to the fleet: an A.E.C.-Duple Britannia.



vided at the main entrance. The floor space is approximately 2,500 sq. yards, and the concreted forecourt will provide additional parking space for a number of coaches.

Services installed in the building include paint shop, body repair shop and a large pit area. The last is designed to accept four vehicles at a time. Each pit has a wing bay and low level workbenches to deal with underfloor-engined chassis. Excellent working light is provided by fluorescent tubes. The high-pressure greasing system is by Tecalemit and is operated through hose reels. Waste oil is disposed of by swivel-arm drainers and compressed air, through piping laid in ducts in the floor to an underground storage tank outside the main building.

### Oil-fired Heating

Heating throughout garage, workshops, offices and stores is by an oil-fired low-pressure hot water system. Alongside the main shop, and forming part of it, are the offices of the engineer, drivers' mess-room, battery room, injector service room, toilets and stores. The lofty building is very well lit by fluorescent tubes arranged longitudinally above the aisles between the parked vehicles. An additional greasing bay for a single coach adjoins the main parking area.

The old-established business of Greenslades (founded in 1912) is a subsidiary of the British Electric Traction Co., Ltd., which it joined in 1953. The present fleet consists of 81 coaches, on A.E.C., Leyland and Bedford chassis. Coach-

p32

work is largely by Harrington and Duple and is of 36-40-seater type.

A large catchment area, covering much of the South-West, has justified the establishment of depots at Budleigh Salterton, Dawlish, Exmouth, Sidmouth and Teignmouth. Picking-up points are authorized for towns as far apart as Newton Abbot, Taunton, Bridgwater, Weston-super-Mare, Bath and Bristol.

Greenslades tours programme for 1961 includes 14 in England, Wales and Scotland, one coach/air holiday in Southern Ireland and six Continental tours to Switzerland, Italy, Austria, Spain and Holland.

## Big Covent Garden Plans

**T**HE Covent Garden Market area originally occupied three acres, but now it has spread in unsuitable premises to 38 acres, with street activities covering 99 acres and occupying some 10 miles of kerbside. The 1,500 or more vehicles using the market daily are often kept waiting many hours before they can be off-loaded or loaded, with a result that there is a considerable wastage of perishable goods.

Several proposals have been made to reorganize the market on its present site, but Mr. Charles Glover, of C. W. Glover and Partners, consulting engineers and architects, has announced a scheme to transfer the entire market to a new site north of the main rail terminus at King's Cross.

By this means road, rail, water and air

transportation would be available at one centre and the new building would permit the easiest and quickest possible transfer of goods from bulk supply to store, display and retail dispatch.

The approximate handling capacity of the present market is at the rate of 500 tons per hour, but in the proposed new market this capacity would be 5,000 tons per hour. Moreover, for every vehicle using the market there would be a reserved stand against the loading platform with the result that the whole of the day's dispatches could be completed by 8 a.m.

Road transport vehicles would be accommodated off the present road system and be clear of the area before the peak hours of traffic on the London roads.

## 10 Shillings Bonus Scheme

**A** BONUS scheme for drivers and conductors has been proposed by Derby Corporation Transport Committee. It provides for the payment of 10s. a week to every employee who completes his weekly allocated duties plus any contracted overtime. The bonus could be forfeited by late arrival for work, sickness, or failure to complete overtime requirements.

Intended to overcome the staff shortage, this scheme is subject at present to the approval of the National Joint Industrial

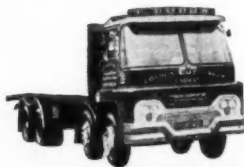
Council for the Road Passenger Transport Industry.

It was suggested by the Transport and General Workers' Union, and Mr. Jim Taylor, the union's Derby district organizer, explained: "This scheme should have three advantages—it should encourage at least some of the persistently bad timekeepers to arrive for work in time; it will reward those employees who are consistently punctual; and should make for more efficient operation of the department."



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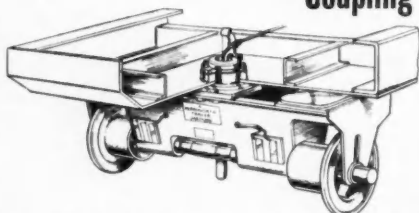
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# The NEW MERRIWORTH Auto-fifth TRAILER

**gives you all the advantages of the 'fifth wheel' system  
fits all your existing auto-coupling tractors  
costs no more**

## This is the Auto-fifth Coupling



*The Auto-fifth pivots on its full width of 39 inches, and will accept any standard auto-coupling tractor. The handbrake is accessibly placed on the right-hand side of the trailer.*

### **Collapsing impossible**

With the fifth-wheel type of landing gear, collapsing is obviously quite impossible.

### **Better weight distribution**

Since there is no lifting, the trailer road wheels are fitted farther back and the rear wheels of the tractor can be fitted with bigger tyres. This makes possible much better weight distribution of the load.

This outstanding new trailer overcomes all the disadvantages of normal auto-coupling trailers. It is extremely stable with heavy and high c.g. loads, cannot collapse, imposes no strain on the tractor when coupling up, and permits a much improved weight distribution of the load.

*The new Merriworth Auto-fifth 12-14 ton trailer possesses all these advantages—yet it costs no more. This is how.*

### **Greater Stability**

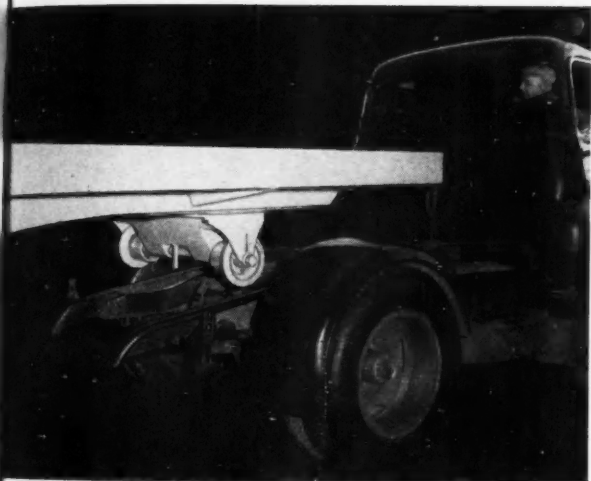
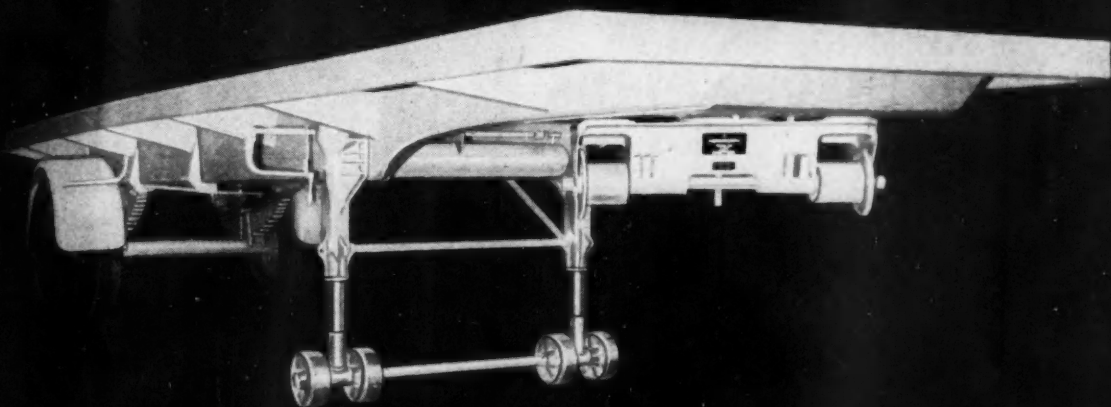
It pivots on a 39 inch turntable instead of a small diameter bearing pad. Stability is therefore immensely improved and there is also less danger of jack-knifing.

### **No lifting by tractor**

It has a hand-operated landing gear of the 'fifth wheel' type. It therefore remains in the horizontal position *at all times*, and the tractor has no lifting whatsoever to do when coupling up.

### **BRIEF SPECIFICATION**

15" deep chassis. High tensile pressed steel. Tapered box section outriggers, six per side. Specially designed high tensile **extruded** steel side rails. Heavy duty 11-leaf springs. Tubular crossmembers diagonally braced. Screw or hydraulic operated landing gear. Cambered tubular axle 15½" dia. × 5", 6" or 7" wide. U.W. 2 tons 9 cwt. 900 × 20 14-ply tyres. 8 or 10 stud wheel fitting.



Standard auto-coupling tractor backing under a Merriworth Auto-fifth Trailer. Note that the trailer is level and that there is no lifting.

**MERRIWORTH**  
**Auto-fifth**  
**TRAILERS**

(Patents pending)

MERRIWORTH (ENGINEERING) LIMITED • LONDON RD • STONE • DARTFORD • KENT TEL 21171/3

### **Interchangeability**

All your existing auto-coupling tractors will accept **Auto-fifth** trailers *without modification*. You therefore have complete interchangeability and can switch to **Auto-fifth** trailers as you replace your existing units—one at a time if necessary.

### **Switching to 'fifth-wheel'**

An **Auto-fifth** trailer can be converted to fifth-wheel in about half a day's work and at very little cost. If you are thinking of going over to fifth-wheel at some future date, buying **Auto-fifths** now is the cheapest possible way, because there is no capital expenditure extra to the normal cost of replacing worn-out units. You simply buy fifth-wheel tractors as your auto-couplers wear out and convert your **Auto-fifth** trailers to match—again, one at a time if necessary.

### **The Price**

A very pleasant surprise indeed.  
**£731** and subject of course to distributor and fleet owner discounts.



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The photograph above shows one of these—an Atkinson tanker powered by a **GARDNER** 6LX 150 b.h.p. engine.

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 Blackburn Aircraft Ltd.  
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 Colvilles Ltd.  
 Consolidated Pneumatic Tool Co. Ltd.  
 Coventry Climax Engines Ltd.  
 Cummins Engine Co. Ltd.  
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 Dennis Bros. Ltd.  
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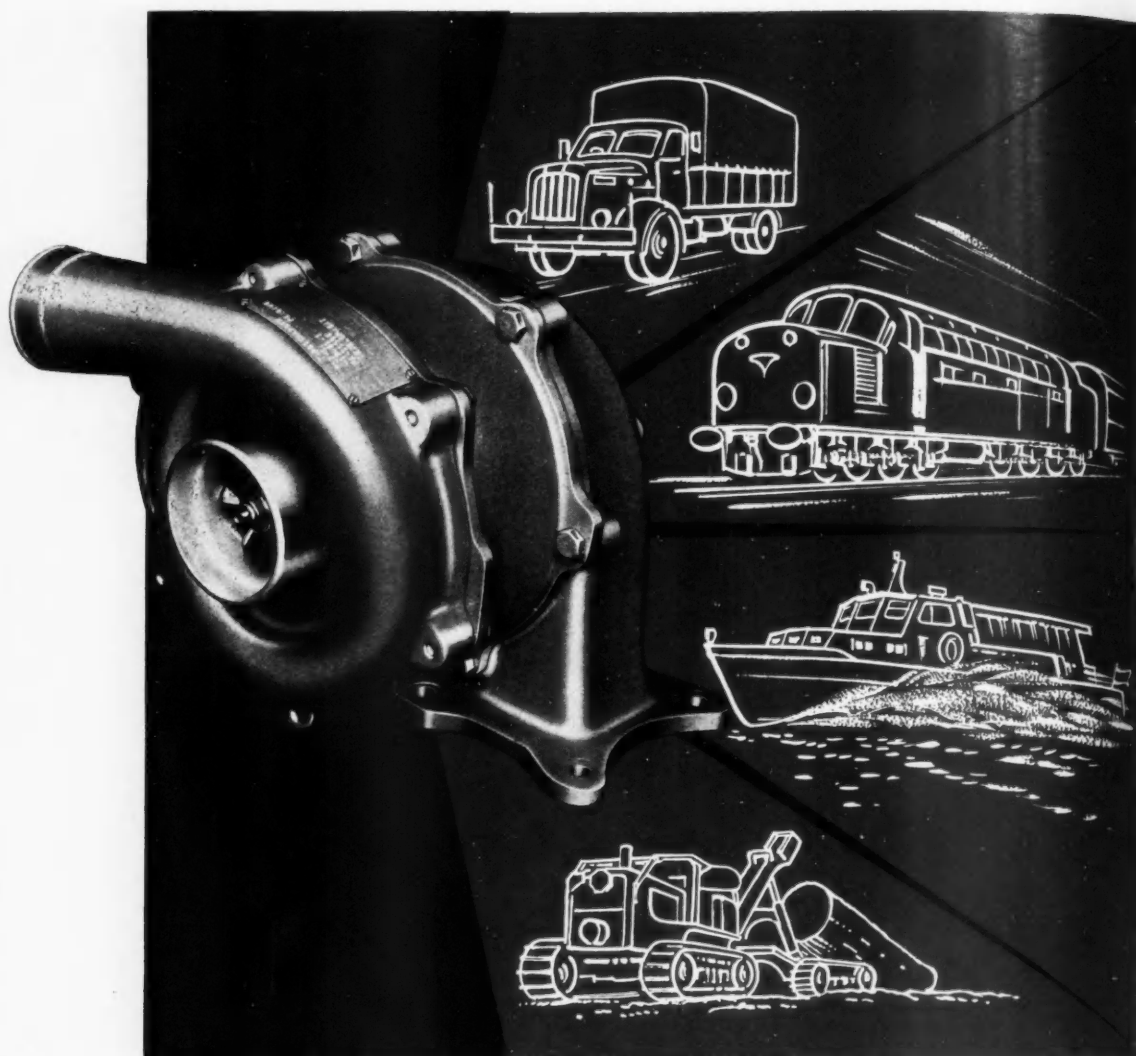
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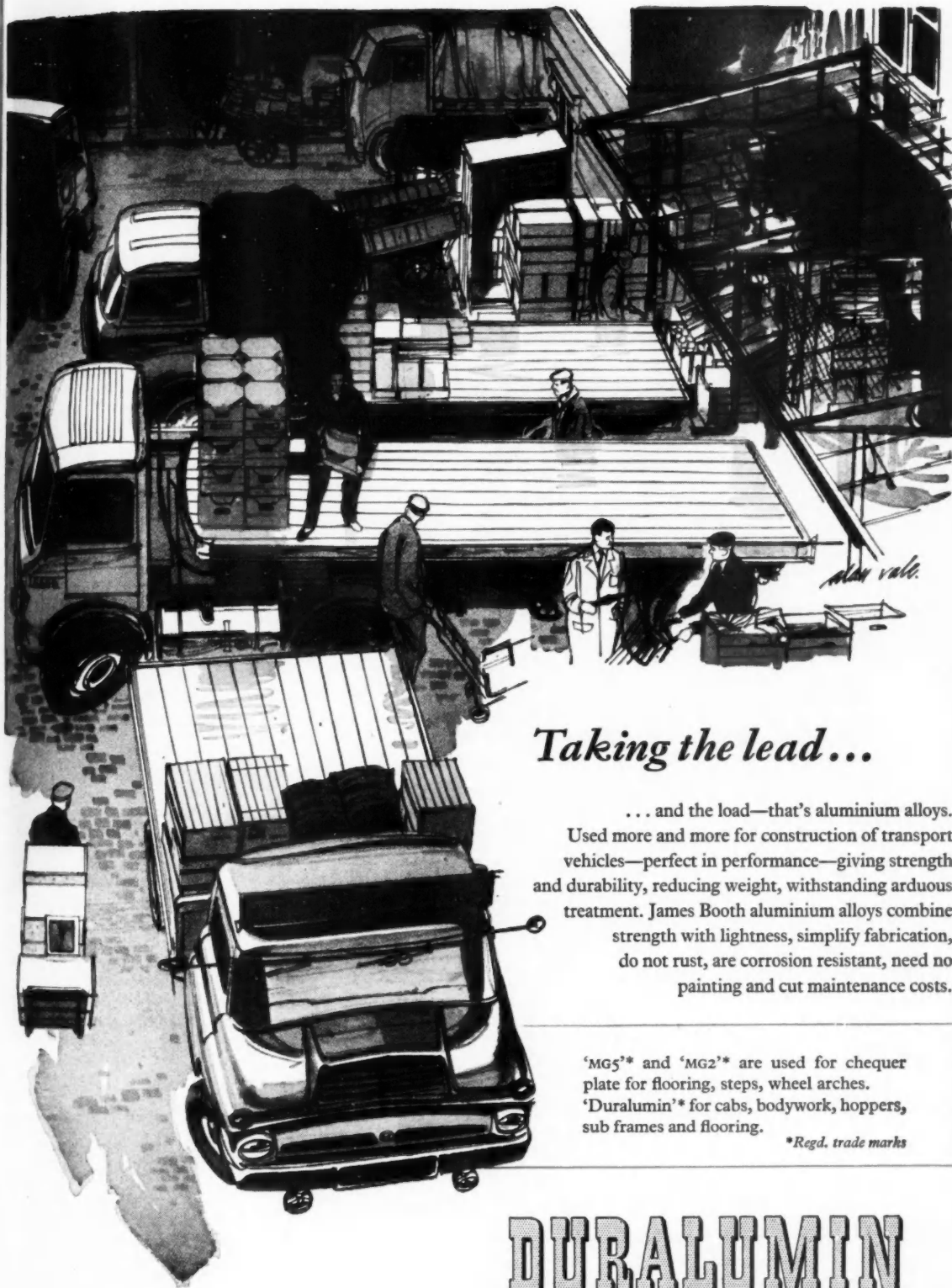
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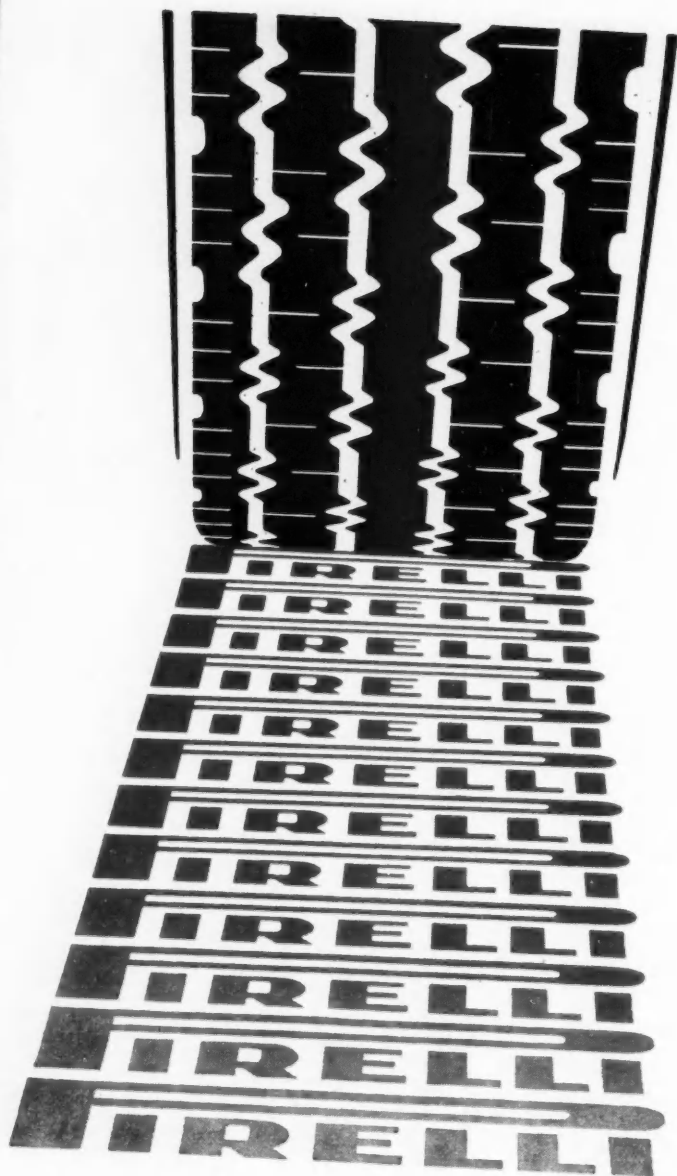
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*TYREX is the new tyre cord which gives cooler running to tyres plus more flex and impact resistance. By preventing tyre growth TYREX lengthens the life of the tyre and makes more re-moulds possible.*



# Not-so-stupid Operators

MUCH has been written recently on the hill-climbing abilities of six-wheel conversions and heavy commercial vehicles. Mr. Wall's letter (*The Commercial Motor*, December 16), presents somewhat distorted opinions in relation to the facts.

The design of British commercial vehicles has, for years, been largely governed by the legal requirements for gross vehicle weights and not by "the cut-throat manner in which road transport operates at present and the gross stupidity of many operators," as suggested by Mr. Wall. The legal requirements have particularly penalized the heavy two-wheeled vehicles in comparison with light vehicles.

Chassis plating is an obvious answer to the problem, provided that the law governing gross vehicle weights is amended accordingly, and would be welcomed by most established road transport operators.

In recent years the engine power outputs of all manufacturers of heavy vehicles have been considerably increased and braking efficiencies have also been greatly improved.

These are facts which are obvious to the regular road user of today.

The general standard of vehicle maintenance has also been improved and this is confirmed by

recent reports from Licensing Authorities in various parts of the country.

I suggest that Mr. Wall should visit the workshops of any well-established long-distance haulage contractor and see for himself their vehicle maintenance organizations. Judging from his letter I am sure he would be surprised.

Finally, it is unfair to compare the average haulier with the few cut-throat operators who admittedly do exist.

Dundee.

J. R. MEEK,  
Service Manager,

Allison's Transport (Contracts), Ltd.

## Calling All Model T Fords

THE picture and news item in *The Commercial Motor*, December 23, of the 5,000,000th Ford produced in this country being driven off the assembly line, makes interesting comparison with the astronomical output of more than 15,000,000 model T Fords between 1909 and 1927.

A Ford T Register, formed early this year, has over 65 members so far, and we should be interested to hear from any more T owners, or about any T models still in use.

16 Townsend Drive, C. T. W. PEARCE,  
St. Albans, Herts. Registrar.

## Rigorous Maintenance

YOUR correspondent "G.P." (*The Commercial Motor*, December 16) asks London Transport for suggestions on the control of diesel fumes including the use of catalytic filters. The Department of Scientific and Industrial Research has stated quite recently that no filtering device, catalytic or otherwise, at present available is satisfactory.

London Transport's own methods, which are effective, include rigorous maintenance, regular and frequent tests of diesel fuel pumps and injectors, and the deliberate derating of the maximum power of bus engines in general service.

Westminster, S.W.1.

R. M. ROBBINS,  
Chief Public Relations Officer,  
London Transport Executive.

## For Private Use?

I WOULD bring to your attention that any vehicle adapted to carry eight or more passengers, and used for hire work, must be a p.s.v.

It seems to me that Mr. Walkerley was thinking in terms of "private use" rather than private hire.

This vehicle, and others similar, is free from Purchase Tax—but if any seats are removed to make it, say, a seven-seater, then it becomes at once liable to Purchase Tax of roughly £300. In my opinion the original write-up on the vehicle (published in *The Commercial Motor* November 25, 1960) was very misleading.

Eyemouth, Berwickshire.

WILLIAM BLACKIE,  
Blackie's Coaches.

## That Personnel Carrier

IT is apparent from Mr. T. Walkerley's comments on my letter about the Commer personnel carrier that he has overlooked the provisions of Section 117 of the Road Traffic Act, 1960.

If this vehicle seats eight or more people and does not have a p.s.v. licence because it does not comply with the conditions of fitness regulations, then it cannot be used for hire or reward.

London, N.W.5.

JOHN BIRCH,  
Managing Director, Birch Bros., Ltd.



Michelin Tyre Co., Ltd., of Stoke-on-Trent, have taken delivery of this Leyland Beaver articulated outfit from B. and W. Motors, Ltd., Wolverhampton. The van-bodied York semi-trailer has a capacity of 1,850 cu. ft.

## Expansion Trends in Haulage

## Contract A Licence Switches Continue

THE applications to convert vehicles on contract A licences to A or B licence continue. In the North, J. R. Henderson, Newcastle upon Tyne, seek an A licence for three vehicles on contract; in Yorkshire, A. T. Mitchell, Bradford, an A licence for two; and S. S. Hyde, Bingley, a B licence for four vehicles. Also W. H. Phillips, Ltd., at Wirksworth in the East Midlands, want to switch five vehicles to

an ordinary A licence instead of the present contract operation.

Other important applications include: A. Smith, Birmingham, a new A licence for seven vehicles in the West Midlands; J. Clarke (Haulage), Ltd., six additional tippers to A licence in the East Midlands; and G. R. Nixey (Hire Plant), Ltd., a new B licence for eight tippers in the same area.

## NORTHERN

## Applications

N 3/1/1.—T. Brady and Sons, Ltd., Barrow, A var. add 1 tractor (3½t) 1 trl. (2t).

N 3/1/2.—D. Moody (Haulage), Ltd., Choppington, A var. add 1 T (6½t).

N 3/1/3.—Spinks Transport Services, Ltd., Darlington, A var. add 1 veh. (5½t) delete 1 trl (5½t).

N 3/1/4.—J. R. Henderson, Newcastle upon Tyne, A var. add 3 veh. (9t 6c). Mainly goods for G. A. Cook, Ltd., and Washington Engineering, Ltd., and return loads as required. Now on contract A lic.

N 3/1/5.—R. W. Hes, Sunderland, A var. add 1 art. (7½t).

## NORTH WESTERN

## Decisions

NW 4/11/11.—P.E.C. Bevis, Westhoughton, B app. withdrawn.

NW 4/11/5.—Conick Transport, Ltd., Manchester, A var. Granted.

NW 4/11/10.—C. Fulbrook, Rochdale, B app. Refused. S.T. lic. granted.

## YORKSHIRE

## Applications

Y 4/1/1.—Fred Chappell, Ltd., Batley, new A lic. 3 veh. (11½t). Building and road mats, within 40 miles; coal and coke within 80 miles; salt from Cheshire to Yorkshire, Lancashire and Durham; fertilizers and manufactured fuels as required. Change of normal user.

Y 4/1/2.—J. F. Stubbs, Rotherham, new A lic. 1 veh. (3½t). Iron, steel, copper products, electrical goods, dog food, game food; mainly within 150 miles.

Y 4/1/3.—General Haulage Co. (Leeds), new A lic. (1) 1 veh. (3½t). Paper, steel, sand, sugar and provisions; Leeds, Huddersfield, Manchester and Skipton. Take-over—B.H. Transport (Leeds), Ltd. (2) 1 veh. (6½t). Wool, paper, steel, grain, and s.g.; London, Yorkshire, Lancashire, Newcastle and Scotland. Take-over—C. B. Bickerdyke.

Y 4/1/4.—A. T. Mitchell, Bradford, A var. add 2 veh. (6½t). Now on contract A lic.

Y 4/1/5.—J. Lambert, Huddersfield, A var. add 1 veh. (4½t). Paper tubes, wool, shoddy, machinery and manufactured goods; London, Kent, South West Counties, Scotland, Midlands and Yorkshire.

Y 4/1/6.—J. B. Kay, Hull, A var. add 1 art. (6½t).

Y 4/1/7.—Link Road Transport (Hull), Ltd., A var. add 1 veh. (3½t). To be used for maintenance purposes only.

Y 4/1/8.—Archbalds (Storage), Ltd., Leeds, A var. add 3 veh. (9t).

Y 4/1/9.—J. R. Bedford, York, new B lic. 2 veh. (9t). Coal and coke within 40 miles.

Y 4/1/10.—S. S. Hyde, Bingley, B var. add 4 veh. (14½t). Goods for Auto Mailable (Bingley), Ltd., Phoenix Foundry, and Magnet Joinery, Ltd., as required. Now on contract A lic.

## Decisions

Y 26/10/9.—T. Simms, Ltd., Osselt, B lic. add 2 veh. Refused. S.T. lic. granted. coal, coke and briquettes, for Ron Chapel Group, inferior grade coal from stocking grounds.

Y 26/10/1.—T. Roberts and Son (Barnsley), Ltd., A lic. add 1 veh. for maintenance. Granted.

B18

## WEST MIDLAND

## Applications

WM 29/12/1.—A. Smith, Birmingham, 9, new A lic. 7 veh. (28t). General engineering goods, manufactured goods, metals, papers, foodstuffs and chemicals; London area, South Coast, Midlands, Yorkshire and Lancashire.

WM 29/12/2.—R. A. Swain, Church Stretton, A var. add 1 veh. (3½t). Mainly agric. produce and requisites; Midlands, Wales and Lancashire.

WM 29/12/3.—Everitt Bros. (Transport), Ltd., Willenhall, new B lic. 1 veh. (2½t). Collection and delivery for own regular services. G.g. within 25 miles.

WM 29/12/4.—Sparian Steel and Alloys, Ltd., B var. add 2 veh. (6t) 1 van (3½t). All materials and equipment used in metal manufacture and processing for Tysely Metal Works, Ltd., as required.

## EAST MIDLAND

## Applications

EM 28/12/1.—British Railways, Leicester, A var. add 1 art. (3t 1c).

EM 28/12/2.—A. J. Cartier and Sons, Ltd., Derby, A var. add 1 veh. (5½t).

EM 28/12/3.—British Railways, Melton Mowbray, A var. add 1 art. (3t 1c).

EM 28/12/4.—J. Clarke (Haulage), Ltd., New Olton, A var. add 6 T (36t 12c).

EM 28/12/5.—British Railways, Northampton, A var. add 1 veh. (2t 16c).

EM 28/12/6.—S. A. Plackett, Sandiacre, A var. add 1 veh. (3t). Lace, nylon, silk, cotton, lace machinery, furniture, general shop supplies, furniture removals; Sandiacre, Draycott, Long Eaton, Beeston, Nottingham, Derby, Ilkeston.

EM 28/12/7.—W. H. Phillips, Ltd., Wirksworth, A var. add 5 veh. (18t 18c). Goods for Wirksworth Quarries, Ltd., as required. Now on contract A lic.

EM 28/12/8.—J. T. Hunt (Workshop), Ltd., A var. add 1 art. (6½t). Mainly for use when own vehs. or those of associate co. Littlewoods Transport, Ltd., are withdrawn from service for overhaul or repair.

EM 28/12/9.—J. R. Browne, Carterton, new B lic. 1 veh. (1t 4c). Caravan towing within 250 miles.

EM 28/12/10.—G. R. Nixey (Plant Hire), Ltd., Wheatley, new B lic. 8 veh. (21t 16c). Excavated mats, within 25 miles.

EM 28/12/11.—Contractors Plant Hiring Co., Ltd., Leicester, B var. add 1 art. (9t 3c) low-lr.; and 1 art. trl. (3½t). Building mats, for Sherriff and Co., Ltd.; bricks for Leicester Brick and Tile Co., Ltd.; concrete products for County Concrete Co., Ltd.; building mats, for Tractor, Ltd.; contractors' plant for Sherriff and Co. (1943), Ltd., and Tractor, Ltd.; plant and quarrying machinery for Gipsy Lane Brickworks, Ltd., County Concrete Co., Ltd., Thurlaston Sandpits, Ltd., and others as required.

EM 28/12/12.—Harry Evans (Haulage), Ltd., Longcliffe, B var. add 2 veh. (13t) bulk tankers, dry mats, for bulk transportation, as required.

## WESTERN

## Applications

W 3/1/1.—R. H. Goulding and Son, Ltd., Newent, A var. add 1 veh. (5½t). Livestock, furniture—any distance, agric. produce, farm requisites, timber, coal and stone; within 50 miles.

**CONTRACTIONS:** add, additional; agric., agricultural; art., articulated unit; c., cwt.; g.g., general goods; G.B., Great Britain; indivisible; lic., licence; low-lr., low-loader; mats., materials; N.U., normal user; S.T., special type; t, tons; T., tipper; trl., trailer; var., variation; wh., wheels.

W 3/1/2.—A. J. Gregory and Son, Tawton, A var. add 1 veh. (6t) container. Livestock, meat, agric. produce and requisites, mainly South West and Southern Counties.

W 3/1/3.—S. P. Gunn and Sons (Coal), Okhampton, B var. Vary conditions to g.g. within 200 miles with 1 veh. (4t).

W 3/1/4.—Northover Bros., Pining, B var. 2 (11t 14c) cattle trucks, containers (2½t) cattle

lieu of 2T. (8t 2c).

## Decisions

W 8/11/6.—A. G. Marfel, Drybrook, add 1 to A lic. Withdrawn.

W 8/11/7.—J. Smith (Bicknor), Ltd., A Granted 1 veh. (7½t).

W 22/11/4.—W. J. Thomas, Cheltenham, B 1 veh. caravans, G.B. Granted.

W 8/11/11.—C. W. G. Wistle, Bristol, B add 1 art. Granted.

W 25/10/5.—K. Sweeting and Son, A lic. 4 Granted.

W 15/11/6.—R. H. Jackson Haulage Co., B lic. add 1 veh. Granted.

W 15/11/7.—Hunt Bros. and Withers and Ltd., Portishead, B var. Granted.

## METROPOLITAN

## Applications

M 4/1/1.—J. Payne and Sons, Ltd., Acton, new A lic. 2 veh. (6t). Mining machinery, equipment, G.B.

M 4/1/2.—S. C. Bent Garage and Transport (London), Ltd., Wood Green, N.22, A var. add 1 veh. (3t 8c). To be used for maintenance purposes.

M 4/1/3.—T. Paine and Sons (Hampden), Covent Garden, A var. add 1 veh. (16c). London area.

M 4/1/4.—G. H. Perry, Caterham, Surrey, A var. add 1 veh. (3t 18c). G.g. London and suburbs.

M 4/1/5.—S. Smith and Co. (Downham), Ltd., N.1, A var. add 1 veh. (3½t). Meat, processed foodstuffs; within 200 miles.

M 4/1/6.—D. Underwood Transport, Ltd., Albans, A var. add 1 veh. (3t 16c). Fruit, mineral steel, paper, perishable and canned goods; Birmingham, Liverpool, Manchester and Scotland.

M 4/1/7.—A. A. Ince, E.12, new B lic. 1 (1t 1c). G.g., G.B.

M 4/1/8.—Sutton and Sons (St. Helens), Ltd., new B lic. add 1 veh. (1t 15c). G.g., within 100 miles.

M 4/1/9.—T. Harry and Co. (Removals), E.5, B var. add 2 veh. (6t). Household, office and industrial removals, G.B.

M 4/1/10.—Silcock and Colling, Ltd., Darnley, B var. add 1 art. (7t 11c). New Ford veh. 30 miles of Dagenham and 40 miles of Doncaster.

## SOUTH EASTERN

## Applications

SE 5/1/1.—B.R.S. (Pickfords), Ltd., Maidstone, A var. add 1 veh. (3t) pantechnicon, furniture effects, G.B.

SE 5/1/2.—E. M. Powell, Sittingbourne, new lic. 1 veh. (7t). Cement and bricks, within 40 miles.

SE 5/1/3.—Percy Hendy, Ltd., Southampton, B lic. 1 art. (7½t) transporter. Motorcars with 100 miles, London and the provinces. Now on lic.

SE 5/1/4.—Wessex Contractors and Plant Hire, Totton, new B lic. 3 T (40½t) 1 trl. (3t) low-lr. Agric. and general contracting goods, any distance in districts where applicant has contracts.

SE 5/1/5.—W. A. Brown, Titchfield Common, 1 veh. (4½t). Goods for James Duke and Son, Ltd., within 100 miles; Acrow Engineers, Ltd., Wessex Construction Co. within 20 miles; other goods within 10 miles of Fareham. Now on contract A lic.

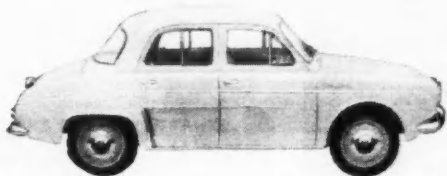
## Decisions

SE 15/9/1.—A. T. Osborne, Romsey, A var. Refused.

SE 29/9/5.—Hill and Sons (Botley and Dunsford), B lic. add 1 veh. Granted.

SE 27/10/7.—J. E. Bond, Worthing, A var. add 1 veh. Granted.

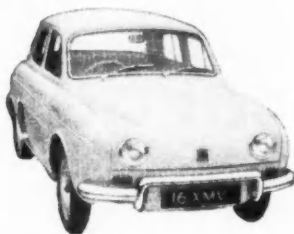
SE 10/11/5.—Hall and Co., Ltd., Ringwood, Worthing, B var. add 4 pressurized containers. Granted.



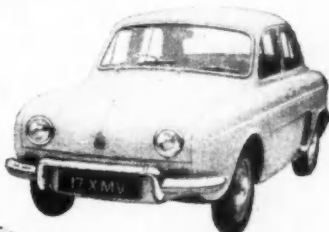
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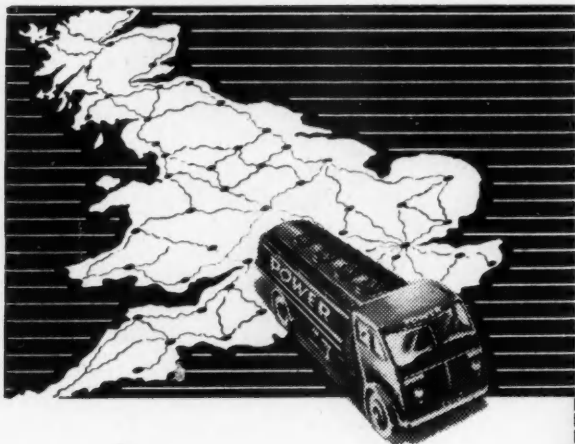
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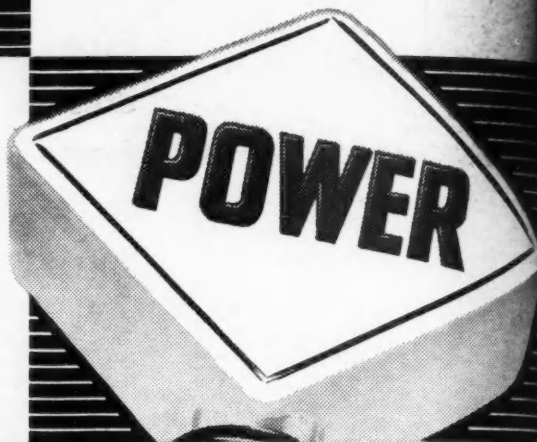
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B19





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B20

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# Scope For Youth

*Entry Into Road Transport Engineering is Examined by M. Hodd, a Recent Entrant Into Technical Journalism*



*Sir Henry Spurrier, chairman of Leyland Motors, presents a £25 annual prize to the society's best member. Recipient for 1960, seen here with Sir Henry, was Mr. George W. Shaw, a 24-year-old research technician.*

NOTHING exists to stop a young man working his way up from shop floor to management with present training facilities. This is the considered opinion of both union officials and the management of the Barrow-in-Furness Corporation Transport Department, where I recently saw how my contemporaries in the transport world are taught their trade under a new and comprehensive apprenticeship course.

In the bus depot there are four main departments, fitters, electricians, sheet-metal workers and body builders. Apprentices are engaged between 15 and 16 years of age, when they leave school, for five years' training. During their first year they are paid 30 per cent. of the agreed Amalgamated Engineering Union full wage, increasing yearly to 35, 45, 55, 66 and 80 per cent., until at 21 years they are paid full wage, whether they have completed the course or not.

The first year of training in all departments is largely spent in a nine-month full-time college course, run by the Barrow Education Department for progressively minded employers who ensure each apprentice to have properly planned training at the start of his career. The syllabus includes 420 hours of practical work, and theoretical studies in mathematics, engineering science and drawing, and workshop technology, totalling 800 hours. Then there are general studies such as English language, use of the library, civics and the employment of leisure.

The grade of work undertaken will depend on previous educational background, and the course is designed to allow the apprentice to have extra training in those subjects most applicable to his future career. The cost of the course, and the books needed during it, are paid for by his own management. During the long college holidays the apprentice returns to his employers and works for them.

## Further Tuition

After his nine months' training, the Barrow transport apprentice has one day a week free from the depot to take further education at the college, and he is encouraged to attend as many school classes as he likes. No overtime may be worked during apprenticeship, and it is hoped that this will help him spend some time in further study.

When I asked if apprentices were expected to stay with the Corporation Transport Department after training, Mr. T. Lord, general manager, took the view that if there was a better opportunity for a young man outside the works, then he should not be discouraged from taking it. He added that some time in the future he hoped there would be co-operation between Leyland Motors, Ltd., who are building large new training colleges, and the corporation. "I want the apprentices to have

an opportunity of seeing industry as a whole, not just one section of it," he said.

In the fitting shops it was obvious that apprentices were given a thorough grounding in their trade, both in general work and specialization. Barrow Corporation Transport have a garage handling a wide variety of vehicles, in addition to buses, on which the apprentices can gain added experience. At the other end of the scale they spend considerable time on work connected with fuel pump and injector maintenance and repair. Incidentally, if necessary, staff sometimes go on special short courses to keep them up to date on these particular subjects. Mr. G. Hall, an official of the Amalgamated Engineering Union, told me he heartily approved of the scheme.

## Some Snags

In the electrical department, Mr. J. Bragg, of the Electrical Trades Union, thought that without a doubt the greatest advantage of the modern training over past methods was that the apprentice did not "have to cover his time." If necessary he could spend extra hours on a job until he was confident that he would know how to do it on another occasion. There were, however, some snags. Unit replacement often displaced the practice of repairing old units, and this meant that the apprentice did not have the experience of handling that particular component. This could be rectified by sending him on a short course on that subject.

In the body-building and sheet-metal working departments, union officials once more expressed enthusiasm for the Barrow scheme. There the management had arranged a deferred payment system for the apprentices with the firm who supplied their tools. Each apprentice was attached to a journeyman and given a general background to the work and, as the years passed, taught how to use some of the more complicated cutting equipment, until eventually he was fully qualified. The only possible hindrance to the scheme they could see was lack of enthusiasm by some apprentices.

Those in the depot with whom I chatted all seemed to think the training plan an excellent idea, though some of them found the ban on overtime annoying. Qualifications through exams were regarded as a good thing if one had the intelligence to obtain them.

Mr. R. McVie, principal of Barrow's Central College of Further Education, said that one of the great advantages of the system was that the apprentice could see that his employers were taking an interest in his education. This often resulted in a completely changed outlook by the apprentice towards his job.



*The Barrow general manager, Mr. T. Lord, with an apprentice. Mr. Lord is shortly to take over at Leeds.*

This 1,080-cu.-ft.-capacity insulated and refrigerated body has been built by J. H. Sparshatt and Sons, Ltd, of Portsmouth, on a Dodge 8-ton oil-engined chassis, for the transport of Birds Eye frozen foods between the north of England and Birds Eye's factory at Eastbourne. The Sparshatt patent frameless stressed panel design is used, and the cooling system is a Thermo King forced air convection unit. Tests were carried out recently by Birds Eye Foods on basically similar bodies in which thermal efficiencies of 78 degrees were obtained.



### Planning for Profit

## "Artics" or Rigid? —New Comparative Costs

**L**AST week I gave comparative costs of a 7- and 7½-ton rigid, together with the six-wheeled conversion of a similar chassis providing a minimum payload of 10 tons. Having ascertained the respective operative costs per mile for these three vehicles, the ultimate decision as to which would be the most economic in any particular instance would then be determined largely by the amount and flow of traffic.

Choice of vehicle, however, is not always dependent upon load capacity, but can also be influenced by particular aspects of operation. This especially applies when the possibility of using articulated vehicles is under consideration. There may be several factors involved in such a decision. The additional platform length normally provided by an articulated vehicle compared with its rigid counterpart could be of particular advantage when light, but bulky, loads are carried.

Alternatively, in certain payload capacities around 10 to 12 tons, rigid vehicles of initial cost comparable to the articulated version are not always available. Where the work envisaged for such vehicles is of comparatively short duration, the higher-quality rigid four-wheeler, although admirable in other circumstances, may not be suitable.

Where traffic conditions permit, and where the operator has control over one, or preferably two, loading and unloading points, the principle of articulation, employing two or more trailers, may be exploited to advantage. Unfortunately, when preparing standard costings, it is not possible to show just what savings could then be achieved, as these must obviously be dependent upon the particular circumstances in each instance.

**A**S a starting point, however, it is first necessary to ascertain the operating cost of the articulated version, as compared with a comparable rigid vehicle of similar capacity. Accordingly, the operating costs of 3-ton and 10-ton vehicles are now detailed in both rigid and articulated versions, all four being fitted with oil engines. Appropriate to the size of vehicle, it is assumed that the smaller vehicles will be engaged on local work, with a correspondingly small weekly mileage, around 200. The 10-tonners are assumed to be employed on medium- or long-distance work, involving a weekly average of 800 miles.

The 3-ton rigid oiler, with platform body, would have an unladen weight of around 2 tons 8 cwt., incurring an annual licence duty of £30, the equivalent of 12s. per week. This is calculated on the basis of a 50-week year to allow for two weeks per annum when the vehicle may be off the road on account of driver's holiday or major overhaul.

B22

### *The Operating Costs of 3- and 10-ton Oilers, with Alternatively Rigid or Articulated Chassis are Detailed Below, Inclusive of Recent Increases in Wages and Insurance Premiums*

In accordance with the Road Haulage Wages Regulation R.H.(70), which came into operation last month, the minimum remuneration for an adult driver of this size of vehicle based in a Grade 1 area is £8 18s. This, however, will not be the employers' expenditure on account of the item of "wages." In addition to the statutory National Health Insurance contributions amounting in this instance 8s. 3d. each driver each week, many operators find it prudent to pay voluntary liability insurance contributions, adding a further 11d. a week.

This would give an intermediate total of £9 7s. 2d., which would then have to be adjusted so as to allow for two weeks holiday with pay, as required by Order R.H.(70). This results in a final total of £9 14s. 8d. as the minimum cost of wages to the employer in respect of a driver of a 3-ton vehicle. The rate applicable to an adult has been used to permit comparison of operating costs with the larger vehicles.

**R**ENT and rates incurred in garaging the vehicle are reckoned to amount to 9s. 9d. a week. Increases in insurance premiums have been announced as from January 1 this year, ranging from 10 to 15 per cent., according to the accident record of individual operators. It will be assumed that for all vehicles the increase will amount to 20 per cent. On this basis, the premium for a 3-ton vehicle operating in medium-risk areas would be £28 16s., the equivalent of 11s. 6d. a week.

It will be assumed that the initial outlay for this 3-ton oiler will be £995. Interest charged at a nominal rate of 3 per cent. on this outlay would then amount to 12s. each week, giving a total for the five items of standing cost of £11 19s. 11d. As stated previously, it will be assumed that the average weekly mileage is 200, with a corresponding standing cost per mile of 14.40d.

Where fuel is purchased in bulk at 3s. 10½d. per gallon, the fuel cost per mile would amount to 2.08d., assuming an average rate of consumption of 22.5 m.p.g. was maintained. Lubricants are reckoned to add 0.23d. per mile.

A set of tyres would cost £93, giving a tyre cost per mile of 0.74d., based on an estimated mileage life of 30,000 miles. Maintenance, inclusive of washing and servicing, is calculated to cost 1.97d. per mile. This is somewhat higher than would normally apply on the assumption that, despite the low weekly mileage, the vehicle will still be washed weekly.

The cost of depreciation is assessed at 1.39d. per mile. This is on the basic assumption that the vehicle would normally have a mileage life of 150,000, but with a subsequent addition to the cost per mile to allow for possible obsolescence on account of the relatively low mileage. In order to obtain

(Continued on page 849)

# double payloads double profits

Here at last is a tipping semi-trailer with real stability, a trailer so manoeuvrable it cannot become bogged down in bad ground. Even more important is its ability to carry up to twice the payload of conventional tippers—dead-weight is cut to the minimum and both weight and tipping stresses are distributed more evenly to all axles. Villiers entirely new tipping principle can build your profits.

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*If any axle becomes bogged down the appropriate brakes are set and the hoist is raised or lowered as illustrated.*



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# Shell Rotella Multigrade Oils

LEADERSHIP IN LUBRICATION



ance to be written off, it is first necessary to deduct the cost of the original set of tyres from the initial price of the vehicle, with a further allowance in respect of the estimated residual value.

The total running cost per mile for this 3-ton rigid would be 4.41d. and the running cost per week, when averaging 200 miles, £5 6s. 10d. Added to the standing costs, this would give a total operating cost of 20.81d. per mile and 17s. 9d. a week. When traffic conditions permitted even loading to the maximum recommended by the manufacturer the cost per ton-mile would be 6.94d.

The articulated version of the 3-tonner, complete with tractor unit and trailer, is estimated to cost £1,470. The unladen weight of the outfit would be around 10 tons 7 cwt., with a corresponding licence cost of £42 10s., or 17s. a week. Wages would remain the same as before at 14s. 8d., but rent and rates will be proportionally higher at 10s. 3d. a week because of the greater overall length of the articulated version.

Similarly, the cost of insurance will be slightly higher on account of the additional outlay, and will amount to 12s. 6d. a week. Interest charges will also be higher at 17s. 7d., giving a total standing cost each week of £12 12s. At 200 miles per week, the resulting standing cost per mile will be 15.12d.

The rate of fuel consumption will now be estimated at 11 m.p.g., giving a fuel cost per mile of 2.60d., whilst lubricants add 0.24d. Due to the additional tyre equipment, a set will now cost £122, with a corresponding tyre cost per mile of 0.40d. Maintenance is adjusted to 2.21d. per mile and depreciation to 1.86d., after making appropriate allowances in respect of residual value of both the tractor unit and articulated trailer.

This gives a total running cost per mile for the 3-ton "artic" of 7.89d. and a total operating cost each week of £6 11s. 6d. Correspondingly, the total operating cost would be 23.01d. per mile or £19 3s. 6d. a week. The cost per ton-mile would be 7.67d.

FOR the purpose of providing a fair comparison between rigid and articulated vehicles of 10 tons carrying capacity, the operating costs of a six-wheeled rigid conversion and corresponding articulated vehicle based on a similar chassis will be given.

Dealing first with the rigid six-wheeler, the unladen weight will be reckoned at 4 tons 13 cwt. with a resulting annual licence duty of £65, the equivalent of £1 6s. a week. Assuming that loads will, in fact, be limited to a maximum of 10 tons, the basic minimum remuneration for drivers in Grade 1 areas would be £9 5s. 6d. With corresponding additions as made in the two previous examples on account of insurance contributions and holidays with pay, the total weekly expenditure on wages would amount to £10 2s. 5d. Rent and rates incurred in garaging the vehicle are estimated at 12s. 3d. a week

*This Karrier Bantam 2/3-ton chassis/cab, with special bodywork by B. Walker and Son, Ltd., Watford, is one of a K.L.M. fleet for transporting baggage to and from aircraft at London Airport. The inclined floor is constructed of light alloy and is shaped inwards to the centre. A waterproof cover is fitted to the front bulkhead and can be pulled over the baggage in bad weather. A small loading platform is mounted on the cab roof.*



and vehicle insurance at £1 8s. 10d., inclusive of the recent additions.

The total outlay on this six-wheeled conversion will be reckoned at £2,000, and interest charged at the nominal rate of 3 per cent. on this amount would add £1 4s. to these standing costs, giving a total of £14 13s. 6d. As with the articulated vehicle, it will be assumed that the average weekly mileage is around 800, with a resulting standing cost per mile of 4.40d.

WITH fuel purchased in bulk as before at 3s. 10½d. a gallon, the fuel cost per mile will amount to 3.90d. when the average rate of consumption is 12 m.p.g. Lubricants add 0.26d. and tyres 2.48d. per mile on the basis of a cost per set of £310. Maintenance is estimated to cost 2.90d. and depreciation 2.36d. per mile.

The total for these five items of running costs thus amounts to 11.90d. per mile or £39 13s. 4d. a week. The corresponding operating cost would then be 16.30d. per mile and £54 6s. 10d. a week. The cost per ton-mile would be 1.63d.

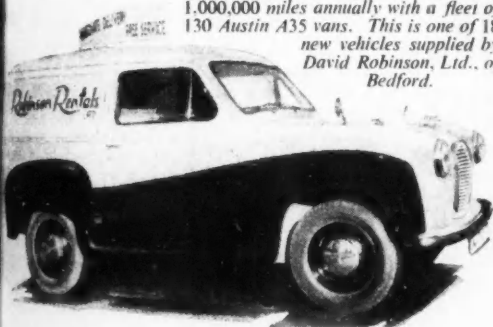
The first two items of standing costs for the 10-ton "artic" will be the same as for the six-wheeled conversion, namely licences £1 6s. and wages £10 2s. 5d. each week. Rent and rates will be reckoned a little higher at 13s. 4d. on account of the increased overall length of this articulated vehicle. The initial cost will be reckoned at £2,310, with corresponding increases in the cost of insurance (£1 9s. 9d.) and interest charges, which are raised to £1 7s. 9d. Total standing costs each week are thus £14 19s. 3d. or 4.49d. per mile, still assuming an average of 800 miles a week.

With an average rate of consumption of 11 m.p.g., fuel cost per mile would be 4.25d. and lubricants 0.27d. a mile. Tyres are reckoned to cost 2.08d. and maintenance 2.36d. a mile, whilst depreciation adds 2.48d., assuming a vehicle mileage life of 150,000. Total running costs then amount to 11.44d. per mile, or £38 2s. 8d. a week, whilst total operating costs become 15.93d. per mile and £51 1s. 11d. a week. The cost per ton-mile for this 10-ton "artic" is, therefore, 1.59d.

As mentioned earlier, however, comparison of the respective operating costs of rigid and articulated vehicles does not provide the only criterion when a choice has to be made. Much will also depend upon the particular type of operation on which the haulier is engaged. In some instances the interchange of semi-trailers might provide substantial economies in overall working, whilst in other circumstances the additional platform length normally available with articulated vehicles would benefit carriers of light, but bulky, loads. Alternatively, in other cases, the type of road or surface on which the vehicle may have to operate may make the use of rigid vehicles advisable.

S.B.  
B.25

*Robinson Rentals, Ltd., television rental specialists, cover approximately 1,000,000 miles annually with a fleet of 130 Austin A35 vans. This is one of 18 new vehicles supplied by David Robinson, Ltd., of Bedford.*



## Power-assisted Steering

A COMPACT power-steering unit is shown in patent No. 854,894 (Clayton Dewandre, Titanic Works, Lincoln). The layout enables the unit to be bench tested before installation as, with the exception of the hydraulic pump, all parts are contained in the steering-box casing.

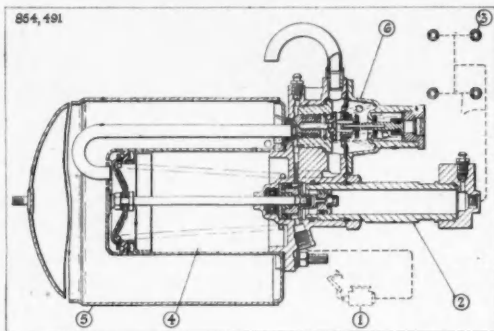
The steering shaft (1) is threaded and when rotated displaces the sleeve (2) which is connected to the valve-operating lever (3) pivoted at 4.

Movement of the lever alters the position of a double-acting spool valve (5) and, depending on the direction of movement, fluid under pressure is admitted to the power cylinder above or

below the piston (6), and released from the other side into the casing, which is the fluid reservoir for the system.

The cylinder is thus displaced either up or down and force is applied to the end of the rocker-shaft lever (7). This force continues as long as the valve is kept in its relative position by the continued rotation of the steering shaft. When rotation ceases a neutral position of the valve results and lever (7) and drop arm (8) are held stationary.

In the event of failure of the hydraulic system, movement of the lever (3) takes up the clearance in the bush (9) and steering effort is transmitted directly to lever 7.



### COMPACT BRAKE SYSTEM

PATENT No. 854,491 (Clayton Dewandre Co., Ltd., Titanic Works, Lincoln), shows an air-pressure-operated hydraulic braking system of compact layout; the air cylinder, reaction valve and hydraulic cylinder are all located at the air reservoir.

Referring to the drawing, the pedal-operated master cylinder (1) supplies hydraulic pressure to the piston of the hydraulic cylinder (2) and from there to the vehicle brakes (3). At the same time, the hydraulic pressure generated actuates the reaction valve (6) to admit compressed air into the servo cylinder (4), which is located inside the reservoir (5). This applies additional thrust on the piston of the hydraulic cylinder (2).

In addition to the advantages of compactness and simplicity and the reduction in pipe work necessary, the scheme enables the whole assembly to be tested as a unit before installation on the vehicle.

### IMPROVED BALL-BEARING

PATENT No. 855,954 (Ransome and Marles Bearing Co., Ltd., Stanley Works, Newark-on-Trent) deals with an improved straight-line ball-bearing.

It has been found that the coefficient of friction of these bearings is greatly influenced by the material of which the cage is made. A list of suitable materials is given, among which bronze and p.t.f.e. are mentioned. In some cases the reduction in friction has been as high as 50 per cent.

B26

### PISTON WITH RING-CARRYING INSERT

PATENT No. 852,806

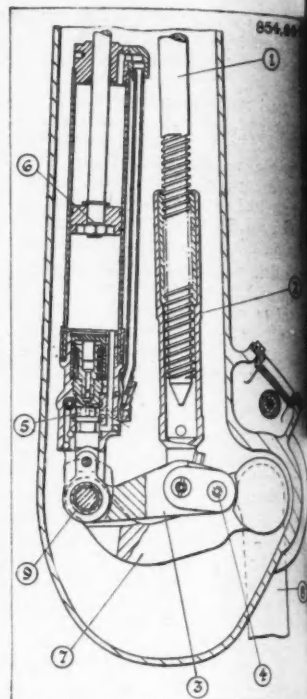
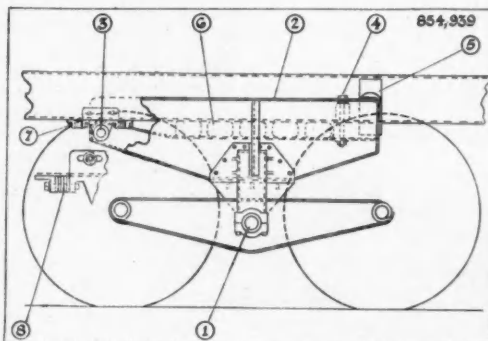
shows a light-alloy piston provided with a harder cast-in annulus for the ring region. The annulus is deeply notched at several points and during the cooling process it fractures into separate pieces. These are not seriously affected by expansion stresses. The patent comes from

Specialloid, Ltd., Black Bull Street, Leeds, 10.

### NOVEL LUBRICATION SYSTEM

PATENT No. 855,142 (J. Martiny, 10 rue Pavée, Rouen, France) deals with the lubrication of universal joints and other awkwardly shaped parts that normally have to be enclosed in a boot. The patent describes a novel method of creating a perfectly fitting boot.

The joint is first thickly covered with grease and then smoothed off. Next, it is sprayed with a rubber solution which covers both the grease and the adjacent parts. This, when dry, forms a perfect fit, closing the joint completely but allowing it to flex. The churning of the grease is said to create effective circulation in use, and it is expected that the cover will last the life of the joint.



### VARIABLE RATE SUSPENSION SYSTEM

A SUSPENSION system for heavy vehicles which is intended to give soft suspension when lightly loaded, stiffness increasing as more load is applied, forms the subject of patent No. 854,939 (J. Vaillant, St. Marsel, Marseilles, France).

The drawing shows a pair of tandem axles attached to a rocking beam pivoted on a sub-frame at 1. The sub-frame (1) is itself pivoted to the chassis frame at one end (3). The other end is vertically free, except for a cushioned bar (4) to limit excess movement. Lateral movement of the sub-frame is restricted by pads (5) on the chassis.

The load is taken by a number of springs (6), the material of which is unspecified. As shown, they are equally compressed and this corresponds to the fully laden condition. In the completely unloaded state, only the hand spring would be under compression.

the others being compressed by downward swing of the sub-frame. With increasing load, the sub-frame would swing upwards and the springs would bring it back to the original position.

The beam pivot is adjustable in the fore-and-aft direction, altering the length of the pack of collars. These are enlarged at 8 and form part of the assembly of the unit.

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<b>10-11 TON</b>	COMMER 1960; Rootes Diesel engined Tractor with Scammell Automatic Coupling, together with Scammell 25 ft., 11-ton, straight frame trailer with dropside truck body; 6,000 miles only; One owner; Well maintained. Seen London	<b>£1,950</b>
<b>MINIBUS</b>	MORRIS 1958; 12-seater Minibus in Grey and Green; In fair condition. Seen Birmingham	<b>£385</b>
<b>5-TON</b>	THAMES 1952; Luton Van with Diesel engine; Very useful vehicle. Seen Birmingham	<b>£250</b>
<b>7-TON</b>	COMMER 1956; Two-stroke engined, dropside truck; 18 ft. body. Seen Birmingham	<b>£460</b>
<b>2/3 TON</b>	KARRIER 1960; Bantam Mobile Grocery Shop De-Luxe; Low mileage; Cost £2,000. Seen Manchester	<b>£1,600</b>
<b>7-TON</b>	BEDFORD 1957; Leyland Diesel engine Dropside; Good condition; Good tyres. Seen Manchester	<b>£595</b>
<b>15-CWT.</b>	COMMER 1960; S/door Van; Petrol engine; Heater; Painted Blue; 6,000 miles only; Demonstration only. Seen Manchester	<b>£450</b>
<b>15-CWT.</b>	COMMER 1960; F/C 4-Berth Caravan; fitted with Diesel engine; Calor gas; Heater; Excellent condition; Painted Green; Cost £1,060. Seen Manchester	<b>£925</b>
<b>MINIBUS</b>	AUSTIN 1957; "Minibus"; very good condition; 12-seater. Seen Manchester	<b>£325</b>
<b>15-CWT.</b>	COMMER 1960; H/Door Van with extra side door; Diesel engine; Excellent condition; Painted Grey; Heater; 6,000 miles only; Demonstration only. Seen Manchester	<b>£550</b>
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<b>4-TON</b>	MORRIS 1958 Diesel Platform Lorry; Very small mileage. Seen Canterbury	<b>£650</b>
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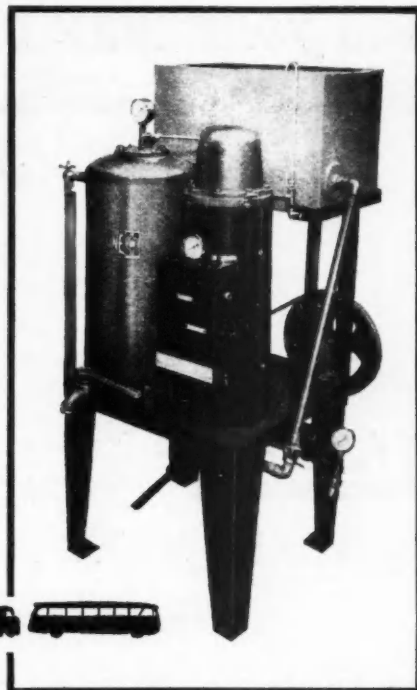
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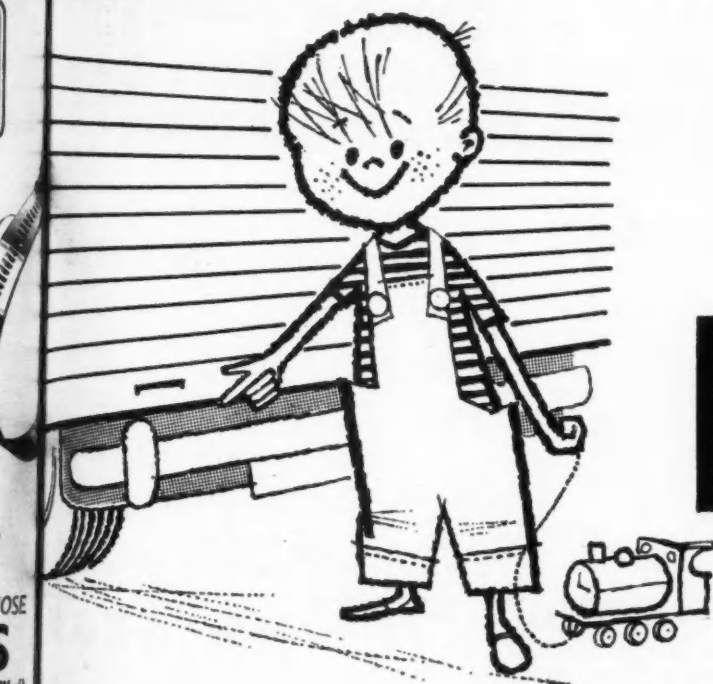
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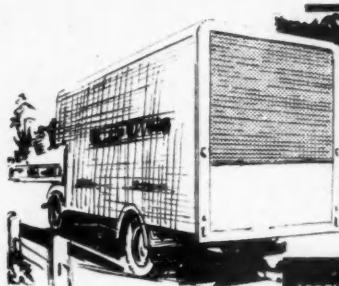
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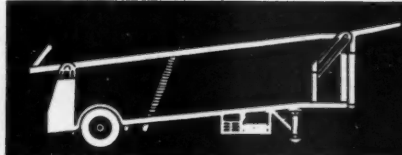
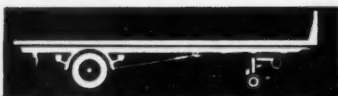
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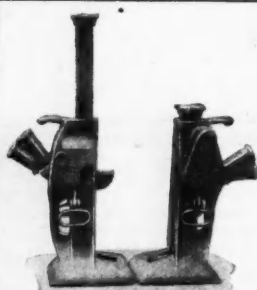
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NEW BEDFORD 15-cwt. Martin Walter P.S.V. chassis, £273.  
NEW BEDFORD 6-ton (new cab) 151-in.-wheelbase forward-control chassis-cab, 300 diesel, rear disc absorbers, 9,000 x 20 12-ply, £1,212.  
NEW BEDFORD 7-ton (new cab) 151-in.-wheelbase forward-control chassis-cab, 300 diesel, 151-in. wheelbase, 8.25 x 20 12-ply, Anthony Holt, £1,192.  
NEW BEDFORD 7-ton 151-in.-wheelbase forward-control 7-cu.-yd. double-drop-side tipper, 300 diesel, 151-in. wheels, 8.25 x 20 12-ply, Anthony Holt, £1,192.  
NEW BEDFORD 7-ton 167-in. drop-side truck, 300 diesel, 9,000 x 20 12-ply, £1,377.  
NEW BEDFORD 10-ton tractor unit, Scammell coupling, 2-speed axle, £1,375.

**USED BEDFORDS.**

1960 BEDFORD 7-ton, long wheelbase, 20-ft. drop-side body, 300 diesel, 2-speed axle, 9,000 x 20 12-ply, low mileage, at £1,250.  
1958 BEDFORD 15-cwt. milk float, £295.  
1957 BEDFORD 5-ton petrol drop-side metal-body.  
1954 BEDFORD 5-ton tipper, petrol, £375.  
1953 BEDFORD 5-ton tipper, petrol, £350.  
1959 BEDFORD Calthorpe caravan, many extras, £575.  
1957 50-54 BEDFORD CA vans from £200.

**PARSONS AND PARSONS (GARAGES), LTD.**  
HARLOW, ESSEX.  
Phone, Potter Street 121. 891-47

**BENTLEY BROS. (SHEFFIELD), LTD.**  
VAUXHALL AND BEDFORD MAIN DEALERS.  
71 THE WICKER, SHEFFIELD, 3.  
Phone 29281.

1955 BEDFORD 10-ton petrol tractor with 10-ton Scammell trailer, complete, £225.  
FIVE 1959 long-wheelbase BEDFORD Utilibake conversions, head lining, etc., £465 each. 891-45

IMMEDIATE delivery BEDFORD Osborne milk float and many other special bodies. Real, Medium and Wills, Main Dealers, Bridgwater, Phone 2639. 891-71  
1960 BEDFORD CA van, long-wheelbase, low mileage, heater, £400.  
1956 BEDFORD CA van, long-wheelbase, low mileage, heater, £225.  
1952 BEDFORD 5-ton long-wheelbase cattle truck, fitted Ford 4D diesel, £325.  
1949 BEDFORD 5-ton long-wheelbase, recently fitted new 4D diesel and alloy body and chassis, £275.  
1953 BEDFORD-SCAMMELL 7-ton articulated unit, petrol, one owner, above average, £250.  
JOHN JORDAN, Ford and Rootes official dealer, Garage, Sandy, Beds. Phone 271. 891-10  
1960 BEDFORD S.E.D.I., 18-ft. drop-side body, 300-cu.-in. diesel engine, 9,000 x 20 12-ply, 2-speed axle, 6,000 miles only, as new, £1,100. Farnham Garage, Banbury 3551. 891-40  
1955 BEDFORD 7-ton S-type platform truck, 300-cu.-in. diesel engine, 9,000 x 20 12-ply, 2-speed axle, 6,000 miles only, as new, £1,100. Farnham Garage, Banbury 3551. 891-40  
1955 BEDFORD 7-ton S-type platform truck, 300-cu.-in. diesel engine, 9,000 x 20 12-ply, 2-speed axle, 6,000 miles only, as new, £1,100. Farnham Garage, Banbury 3551. 891-40  
1956 BEDFORD 5-ton A-type platform, P6 diesel painted primer, £475. Arnold 7771. 891-148

**COTSWOLD HAULAGE.**

1949 BEDFORD 5-ton long-wheelbase steel-bodied drop-side tipper, 8-cu.-yd., petrol engine, £310.  
1955, November, BEDFORD 7-ton diesel, 6-cu.-yd. double-drop-sided steel-body. U-floor tipper, £325.  
1954 BEDFORD 7-ton long-wheelbase double-drop-sided trucks, taxed December, one owner, very clean, £185.  
1952 BEDFORD 10-ton tractor unit, ex Mobil Oil Co., one owner, very tidy all round, bargain in clear, £350.  
1953 BEDFORD 5-ton A-type drop-side steel-bodied tipper, £195.

STOCK ALWAYS CHANGING. WHY NOT GIVE US A RING IF THE VEHICLE YOU REQUIRE IS NOT LISTED ABOVE. WE MAY BE ABLE TO HELP.

TERMS AND EXCHANGES.

**COTSWOLD HAULAGE**  
(SALES),  
EAST STREET,  
FARNHAM, SURREY.  
Phone, Farnham 4049, day or night. 891-337



## Used Goods Vehicles (contd.)

**1952** S 7-10-ton 16-ft. BEDFORD Comet-engined diesel truck, 9,000 x 20 tyres, cab and body as new, very clean machine. £395; 1957 S R6 diesel 16-ft. body, one owner, 9,000 x 20 tyres, clean and well maintained. £395. W.E.M., 506-508 Kingston Road, London, S.W.20. Phone, Cherrywood 4568, 1480, 891-203.

**1955** BEDFORD 7-ton long-wheelbase, R6 engine, good condition. £235. C. Russell, Millbank, Southampton 26590. 891-180.

**1955** BEDFORD A-type 5-yd. tipper, Perkins P6, drop-side, 10-ton built, very clean. £395. Arnold 7246. 891-176.

**1956** BEDFORD 3-way-loader van, in 1959 condition. £325.

**1956** BEDFORD 7-ton R6 diesel van, 16 ft. 6 in. long with N.S. roller shutter, in good condition. £395.

**1955** BEDFORD 5-ton diesel van, 14 ft. 6 in. long, with N.S. roller shutter, unmarked condition. £285.

**1955** October, BEDFORD 5-ton truck with Balco extending chassis and 19-ft. Bonalloy body, immaculate condition. £285.

**1954** BEDFORD 5-ton truck, new P6 diesel engine, £265. Edgware 2572. 891-346.

## HUNTER VEHICLES, LTD.

CROWN WORKS.  
290 SOUTHBURY ROAD,  
ENFIELD.

**1955** BEDFORD 25-30-cwt. van, petrol, single colour, one owner, £125 o.n.o. for quick sale.

**1958** BEDFORD 15-cwt. high-top van, petrol, metal body, rear doors, painted cream, one owner, excellent condition, £200. accept £240 for quick sale.

## IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

**HOWARD 4184.** 891-294

**1950** BEDFORD B.T.C. articulated platform vehicle, Perkins P6 engine, good condition. £295. H. J. Baker and Co. (Dorking), Ltd., 290 Southbury Road, Enfield. 891-457.

## E. J. BAKER AND CO. (DORKING), LTD.

**BEDFORD**

**MAIN DEALERS.**

**1959** BEDFORD 6-ton short-wheelbase tippers, diesel engines, Anthony cars, fixed- and drop-side bodies, excellent condition, £285.

**1958** VW 10-12-cwt. van, low mileage, excellent condition. £285.

**55-61 LONDON STREET.**

**CHERTSEY.**

Chertsey 2391. 891-323

**1957** BEDFORD 7-tonner, December, 1958, four-wheel drive, medium wheelbase, steel body, tipper, very good condition, cost new £1,700, now offered at £450. Cardale Group, 269 Carlton Rd., Nottingham 52034. 891-xC1043

## CAPITAL MOTOR CO., LTD.

REMINING STREET,  
CITY ROAD, LONDON, N.1.

Phone, Clerkenwell 7456.

**BEDFORD MAIN DEALERS.**

**NEW BEDFORDS, 8- and 10-ton tractor units, immediate delivery.**

**NEW BEDFORD 7-ton forward-control standard tipper, immediate delivery.**

**NEW 5- to 7-ton trucks and chassis cabs, immediate delivery.**

**1960** BEDFORD Ultrabake, as new, 1,000 miles.

**1958** BEDFORD forward-control diesel truck, £575.

**FURNAL MOTOR CO., LTD., Remington St., City Rd., London, N.1. Phone, Clerkenwell 7456. 891-360**

**1957** BEDFORD Perkins R6 engine, 6-wheel platform truck. £550.

**1955** BEDFORD 7-ton Perkins R6 engine, alloy 1955 platform body. £215.

**HAMBLINS OF RUSHDEN, Ltd., Rushden 3211, N. Northamptonshire. 891-429**

## BIRD'S COMMERCIAL MOTORS, LTD.

BIRMINGHAM ROAD,  
STRATFORD-ON-AVON.

Phone 3222-3-4 and 2136.

Grams, "Quicksale."

**FOUR** BEDFORD 5-ton flat lorries (petrol), year of construction 1947-49, very little use and in specimen condition.

**FURTHER** particulars and prices on application.

**1956** BEDFORD 4-5-ton special long-wheelbase forward-control chassis-cab, fitted boxvan body, 245 interior length, one Clifence owner, mechanical condition guaranteed. £359. Com-Motors, Ltd., Fortress Green, London, N.W.5. Gulliver 8888. 891-518

**1954** BEDFORD 7-ton petrol truck, fair throughout, £225. C. L. and H. L. Blundell, Wincheap Garage, Cinerbury. Phone 5476. 891-592

## Bedford Wanted

Bedford wanted, Bedford wanted.

**Bedford** wanted! Bedford wanted! We want Bedford trucks, tippers, vans, lorries, etc. G.I.C. Commercial, Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 222-70

## Used Goods Vehicles (contd.)

**BEDFORD ALL TYPES WANTED.**

**BEDFORDS WANTED FOR CASH.**

## CHANDLERS MOTORS, LTD.

71 GREENWICH SOUTH STREET,  
LONDON, S.E.10.

Greenwich 2033-4. 222-894

**WANTED.** BEDFORD A-type tippers fitted with Perkins P6 diesel engines in good running condition. Box CMR722, care of "The Commercial Motor," 891-174

**A** BEDFORD for sale? Phone, Hamilton Motors, 466-490 Edgware Rd., London, W.2. Phone, Paddington 0222 (12 lines). Immediate settlement and best prices. 891-287

## B.M.C.

**1956** B.M.C. LD2 30-cwt. diesel vans, choice of two, £205.

**1956** B.M.C. 2-3-ton normal-control diesel van, fibre-glass top. £285.

**LOWEST** H.P. terms. Open Sunday mornings.

**JOHN JORDAN, Manor Garage, Sandy, Beds. Phone, 891-108**

**1958** AUSTIN B.M.C. 30-40-cwt. LD02 diesel Bico-extended 14-ft. 6-in. truck, one Clifence owner, excellent throughout, ideal builder or light haulage, with hoops and easily convertible to Luton van. £395. W.E.M., 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4562, 1480. 891-204

**B.M.C.** body, Balco extension, very good condition. £50. Cardale Garage, 269 Carlton Rd., Nottingham 52034. 891-xC1043

**JULY.** 1958, B.M.C. 7-ton drop-side tipper, 12-ft. body, 2-speed axle, 9,000 x 20 tyres, clean appearance. £595.

**1959** 7-ton 18-ft. drop-side, 9,000 x 20 tyres, very good condition.

**R. JUSTICE** Winter Closes, Underwood, Notts. Phone, 891-423.

**1956** B.M.C. diesel 2-3-ton boxvan, excellent condition. £285.

**A. AND L. VEHICLE SUPPLY CO., 27-41 Gravel Lane, Salford, 7. Phone, Manchester, B14 1511. 891-575**

## COMMER

**1955** TS3 COMMER 18-ft. platform £350. D. G. Knigh Moreton Rd., Buckingham. 891-99-5

**NEW** COMMER, Routes diesel, Unipower 6-wheeler chassis-cab, 9,000 x 20, air brakes, heater, 5-speed. £2,280.

**NEW** COMMER York 6-wheeler tipping chassis-cab, 9,000 x 20.

**NEW** COMMER, Routes diesel, 11-ft. 9-in. chassis-cab, 9,000 x 20, air brakes, single heater, 5-speed, helper springs, flashers, £1,678.

**NEW** COMMER 2-ton pick-up truck with drop sides. £583.

**NEW** COMMER 2-ton diesel pick-up with fixed sides, latest forward control.

**1956** COMMER Routes diesel, 18-ft. platform, recent factory engine and gearbox, taxed. £550.

**1957** COMMER Superpico 6-ton. P6 diesel, drop side, 5-speed. £375.

**1957** COMMER Superpico 6-ton 2-way diesel van, roller shutters. £375.

**1954** October, COMMER 25-cwt. petrol large-capacity van, similar latest series. £95.

**1959** COMMER 8-cwt. LDV, all estate car fittings, £335.

**LOWEST** H.P. terms. Open Sunday mornings.

**JOHN JORDAN, official COMMER dealers. Manor Garage, Sandy, Beds. Phone 271. 891-106**

**1959** 6-ton C305 underfloor diesel drop-side truck, engine recently exchanged. £755. A.B. Motors, Canterbury Rd., N.W.6. Mai 4767. 891-84

**1957** 8 COMMER Superpico 6-ton diesel 15-cwt. vans, in very good order, choice of three, four months' warranty. £395.

**DERNGATE MOTOR CO., LTD., 139 St. James Rd., Northampton. Phone 891-84**

**1957** COMMER 7-ton TS3 platform truck, good condition throughout. £695. Arnold 7771. 891-19

**1960** September, COMMER TS3 7-ton tipper, with 10-yd. body, air brakes, 9,000 x 20 tyres, negligible mileage, almost as new, choice of two, £1,200.

**1960** September, COMMER TS3 7-ton long-wheelbase drop-side truck, air brakes, 9,000 x 20 tyres, 18-ft. body, fitted with heater, flashers, etc., in plain colour, negligible mileage, as new, £1,220.

**1958** COMMER TS3 8-yd. tipper in very clean condition, well maintained. £650.

**RUSH GREEN MOTORS, Langley, Hitchin, Herts. 891-283**

**AUGUST.** 1956, COMMER TS3 7-ton O.W.B. tipper, alloy body. £425.

**WALTER WALKER (ECCLESFIELD), LTD., Ecclesfield, near Sheffield, Phone, Ecclesfield 3667. 891-243**

**COMMER TS3 1959** short-wheelbase tipper, 5-speed box air brakes, 6,900 miles only from new, £1,100.

**Cardale Garage, 269 Carlton Rd., Nottingham 52034. 891-xC1043**

**1960** COMMER short-wheelbase steel-body tipper, 5-speed gearbox, air brakes, diesel, £1,195.

**1959** COMMER short-wheelbase wooden-body tipper, air brakes, diesel, £795.

**1959** COMMER long-wheelbase wooden-body coal tipper, diesel, £995.

**1957** COMMER medium-wheelbase coal tipper, diesel, £595.

**1957** COMMER long-wheelbase alloy platform, diesel, £565.

**1958** COMMER 12-ton tractor, 25-ft. platform trailer, Eaton 2-speed axle, air brakes, 15-ft. wheel coupling. £1,095.

**HAMBLINS OF RUSHDEN, Phone, Rushden 3211, N. Northamptonshire. 891-423**

**SHELDON MOTOR SERVICES, 2119 Sheldon Rd., Sheldon, Birmingham 26. Sheldon 4386-7-8. 891-507**

**1958** COMMER diesel 30-cwt. super capacity van, carried a full load, one owner only, fully equal to a brand new machine. £345. Terms Exchange, Phone, Farnborough (Kent) 53010. 10 Aspen Close, Orpington. 891-xB1148

**COMMER TS3 18-ft. double-drop-side truck, new cab recently fitted. £395. Midland Vehicle Agency, 560 Coventry Rd., Birmingham, 10. Victoria 6040. 891-599**

**COMMER TS3 18-ft. double-drop-side truck, new cab recently fitted. £395.**

**MIDLAND VEHICLE AGENCY, 560 Coventry Rd., Birmingham, 10. Vic 6040. 891-599**

## Used Goods Vehicles (contd.)

### A. SPRINGALL, LTD.

**1959** COMMER 6-wheel drop-side bulk tipper, air brakes, 5-speed gearbox, heater, heavy duty chassis, new engine, etc., cost £3,250, accept £2,100 o.n.o.

**1959** COMMER 6-wheel Unipower truck, aluminium body, 5-speed gearbox, heater, etc., H.P. arranged. A. Springall, Ltd., Plumstead Common, S.E.18. Woolwich 5313. 891-493

**1957** PS3 diesel tipper, long-wheelbase, £475. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2653 (Notts). 891-231

**1958** COMMER 7-ton TS3, diesel, air brakes, 9,000 x 20 tyres, 5-speed gearbox, £725. C. L. and H. L. Blundell, Wincheap Garage, Canterbury. Phone 5476. 891-594

### Commer Wanted

**WANTED,** several 1953-56 COMMER-KARRIER diesel or petrol short-wheelbase tractor units with Scammell or 4-type couplings. Box CM918, care of "The Commercial Motor," 891-202

**COMMER** Routes diesel 11-ft. 9-in. wheelbase wanted. C. Monner, Ealing 7987. 891-312

### DENNIS

**DENNIS** 6-ton tipper, diesel, Max O type, 1944 model, registered 1959, ex W.D., 5-speed box, 14-ft. 6-in. wheelbase, new wrap-round vision cab, Double underline twin-ramp tipping gear, 9,000 x 20 tyres, twin rear, £775. Isherwoods Garages, Ltd., Buxton Rd., Stockport. Sio 5285. 891-231

**PAX** 18-ft. drop-side trucks, with P6 engines, clean and in good condition throughout; choice of two at £250 each or £450 to clear the two. Bisco Transport, Ltd., 225 Britannia Rd., Ipswich. Phone 55718. 891-304

### DODGE

**DODGE DISTRIBUTORS**

**GLOUCESTERSHIRE, HEREFORDSHIRE, WILTSHIRE.**

**H.R.W. WILSON-SCOTT, LTD., MONK MEADOW, GLOUCESTER.**

Phone, Gloucester 24447-8.

**ALWAYS NEW MODELS AND USED VEHICLES IN STOCK.**

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**L. A. MITCHELL (MOTORS), LTD., DODGE DISTRIBUTORS.**

**PERKINS DIESEL DISTRIBUTORS.**

**1957** DODGE diesel 6-ton truck, very good condition. £465.

**1958** DODGE diesel 6-ton truck, as above, £525.

**BALHAM HIGH RD., S.W.12. Phone, Balham 2234. 891-198**

**CHOICE** of three long-wheelbase DODGE P6 diesels, drop-side truck bodies.

**COOMBS SERVICE STATION (Ford Main Dealer), C/o By-pass Rd., Guildford. Phone 62962. 891-186**

**DODGE** 7-tonner 1957 O.W.B. power tipper, diesel, 2-speed axle, £365.

**WALTER WALKER (ECCLESFIELD), LTD., Ecclesfield, near Sheffield, Phone, Ecclesfield 3667. 891-242**

**1951** DODGE 6-ton long-wheelbase drop-side truck, body, 6LW Gardner engine, double drive with lift, fitted 1-ton Anthony tailboard and lift, very clean all round. £1,775. I. World Haulage (Sales), East St., Farnham, Surrey. Phone, Farnham 4049, day or night. 891-339

**1959** DODGE normal-control short-wheelbase tipper, fitted Leyland Comco engine, Eaton 2-speed rear axle, air brakes. £900.

**HAMBLINS OF RUSHDEN, Phone, Rushden 3211, N. Northamptonshire. 891-424**

**1957** December, DODGE 246V 7-ton, 18,500, 2-speed axle, 17-ft. 6-in. flat body, 9,000 x 20 tyres, good condition.

**R. JUSTICE** Winter Closes, Underwood, Notts. Phone, 891-420

**DODGE** distributors and Austin commercial dealers.

**1958** DODGE drop-side petrol tipper, good condition. £475.

**COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 891-581**

### E.R.F.

**HILLS.**

**1957** E.R.F. 8-wheeler, with 24-ft. drop-side truck body, 6LW Gardner engine, double drive with third differential, Clifence operated, exceptional condition.

**HILLS GARAGES (MANCHESTER), LTD., Port St. Philip, Manchester, 1 Central 4311. 891-74**

**1957** 7-ton 18-ft. platform lorry, 5LW engine, 5-speed gearbox, £195 or H.P. arranged.

**HENRY EATON, LTD., 107 Palmerston St., Ancaster, Manchester. Phone, Ardwick 3146. 891-253**

**1955** E.R.F. artic. unit, 5LW engine and a 12-14-ton coupling, 10,000 x 20 tyres, bargain, £1,250.

**ALSO** another similar outfit available.

**RUSH GREEN MOTORS, Langley, Hitchin, Herts. 891-283**

**1952** E.R.F. 12-ton articulated unit, reconditioned 75% profile, 24-ft. trailer with 5-ft. high detachable sides and winch, immaculate condition. £875. Edgware 2572. 891-349

### FODEN

**FODEN** 8-wheeler, 1947, chassis-cab, 9.6 Gardner, in very good condition, one owner, C licence, £350. Also similar 1947, £300.

**FODEN** 8-ton 1948 chassis-cab, 4-cylinder Gardner, one owner, C licence, in very good condition, £225.

**A PLY** Knights Bros., Farnstanton, Hunts. Phone, St. Ives 325-8. 891-9564

**WEST TOWN DIESELS.**

**1950** FODEN 8-tonner, 18-ft. platform, 5LW Gardner, 5-speed gearbox, 9,000 x 20 tyres, one owner, £400.

**BROAD STREET GARAGE, Dewsbury. Phone 3504. 891-297**

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**Used Goods Vehicles (contd.)**

**1947 FODEN** 8-wheeler, double-drive, 24-ft. body, good runner, £550. Valley Transport Co., Standwick, near Frome, Somerset. 891-54145  
**DISMANTLING** 1953 Foden 8-wheel tipper, all parts available. Langley Mill Commercial Vehicles, Ltd. Langley Mill 2623 (Notts.). 891-467

**FORD THAMES AND FORDSON**

**1958**, October, Trader 6D 7-ton 160 wheelbase truck, in exceptional condition, painted dark green, unwritten, one owner, C-licence vehicle, £725. 891-54145  
**DIARDIS MOTORS, LTD.**, main Ford dealers, 43-45 Acre Lane, S.W.2. Brixton 6431, six lines. 891-9559

**FORD THAMES** Trader 7-ton, diesel, in first-class condition, 1960, flat bed, 9.00 x 20 tyres, 28-gal. fuel tank, power-assisted steering. Ferneyhough and Co., Ltd., Pontifras, Hereford. Phone. Pontifras 372. 891-9580

**W. HAROLD PERRY, LTD.**

MAIN FORD DEALERS,  
FINCHLEY.

**1959**, December, Thames Trader 7-ton 6D long-wheelbase platform truck, 18,000 miles, many extras. £975.

**1959**, December, Thames Trader 7-ton 6D long-wheelbase platform truck, low mileage, many extras. £975.

**1959** Thames Trader 7-ton 6D 7-cu.-yd. tipper, new Anthony metal bodies and tipping gears, choice of three. £995.

**1959** Thames Trader 5-ton 6D Edbro drop-side platform, low mileage. £835.

**1960** Thames Trader 6D articulated unit, 1,500-cu.-ft. body mounted on Tasker fifth-wheel trailer, 5,000 miles only, roller shutter and tailboard, many extras. £1,795.

**GOOD** selection of Thames and Bedford light vans and 12-seaters. Hire-purchase facilities available.  
**297 BALLARDS LANE, North Finchley.**

**HILLSIDE 8888.**

891-128

**NEW** Trader 75 160-in. chassis-cab, 900 x 20, £1,198.  
**NEW FORD** 5-cwt. vans, choice of colours, £361.

**1960** FORD County 6-wheeler, 24-ft. platform, trailing axle, 900 x 20, unladen weight 4 tons 16 cwt., low mileage. £1,300.

**1959** 6D Trader Primrose 6-wheeler, 21-ft. platform, 900 x 20, £1,100.

**1959** June, FORD 6D Trader, Scammell 25-ft. platform, universal coupling, air brakes, £1,250.

**1960** FORD Trader 6D 7-ton, 9.00 x 20, 18-ft. platform, low mileage. £875.

**1959** FORD Trader 6D 160-in. 7-ton 18-ft. platform, 39,000 miles, Michelin B20s, £775.

**1959** FORD Trader 6D short-wheelbase steel tipper, 20,000 miles, £615, new Ford forward-control 15-cwt. chassis-cab.

**1959** FORD Trader 6D 7-ton 138-in.-wheelbase 15-ft. drop-sider, heater, flashers, etc., choice of three, £750.

**1958** FORD 15-cwt. van, one owner, £315.

**1955** FORD 4D long-wheelbase tipper, recent repaint, well shod, £325.

**1955** FORD 4D long-wheelbase 16-ft. drop-sider, £285.

**NEW** FORD forward-control 15-cwt. vans, choice of two, factory colours.

**OFFICIAL** Ford dealers.

**JOHN JORDAN**, Manor Garage, Sandy, Beds. Phone, Sandy 271-2. 891-107

**1957** And 1958 FORD Traders 5-ton 6D drop-side tipper, 2-speed axle, £1,200.

**CARMO** of London, Leighton Rd., London, N.W.5. Gulliver 5555. 891-599

**1960** THAMES Trader Scammell artic. unit, automatic coupling and 10-ton 25-ft. Scammell trailer with headboard and double floor, heater, flashers, 7,000 miles only immaculate vehicle and eight months old. Reason for disposal, loss of contract, £1,400 or near offer. Phone, Coppermill 4777 or 4713. 891-775

**£250.** Edbro gear, short-wheelbase tipper, small mileage, ideal for builders.

**£200.** 1956 FORD 4D diesel, long-wheelbase flat lorry.

**255 WALTON LANE, Liverpool 4.** Aintree 1873. 891-488

**BENTLEY BROS. (SHEFFIELD), LTD.**

VAUXHALL AND BEDFORD MAIN DEALERS,  
71 THE WICKER, SHEFFIELD, 3.  
Phone 29281.

**1956** FORDSON Thames, 4D engine, meat container body, £195. 891-96

**5 FORD** 1956 ET7 diesel hydraulic tippers, £120 each to clear. 94 Greenford Rd., Sudbury Hill, Harrow. Phone, Byron 3209 (day) and Chalfont St. Giles 554 (night).

**NEWPORT (MON) MOTOR CO., LTD.**

CLARENCE PLACE,  
NEWPORT.

MON.

**FOUR** Thames Traders, 7-ton telehoist dropside tippers, 108-in. wheelbase, fitted cabguard, two fitted with Eaton 2-speed axle.

**IMMEDIATE DELIVERY.**

**NEWPORT, MON.**

Phone 59341-5. 894-9602

**FOR** sale. Two FORD Trader 7-ton tippers, October, 1958, models D. Davies and Sons (Transport) Ltd., Llangaw, Llanelli.

**ONE** 5-ton 6D long-wheelbase truck, 1958, good condition.

**COOMBS SERVICE STATION** (Ford Main Dealers), By-pass Rd., Guildford 62962. 891-187

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**Used Goods Vehicles (contd.)**

**1958 FORD** Trader 4D 3-ton boxvan, 35,000 miles, £490. Dawmer Motors, Ltd. Ewell 2382. 891-135

**FORDSON** 3-ton flat truck, V8 petrol engine, 14-ft. 6-in. body, 7.00 x 20 tyres, twin rears, unregistered, ex W.D., £100 to clear. Isherwoods Garages, Ltd., Monton, Eccles, Lancs. Ecc 1883. 891-232

**HUNTER VEHICLES, LTD.**

CROWN WORKS,  
290 SOUTHURBY ROAD,  
ENFIELD.

**1957** Trader 4-ton (October) boxvan, 640 cu. ft. 4D engine, nearside and rear shutters, flat floor, exceptional value, one owner, heater, flashers, £550 o.n.o.

**1957** THAMES 3-ton 157-in.-wheelbase chassis-cab, 4D engine, 7.00 x 20 tyres, one owner, excellent condition.

**IMMEDIATE DELIVERY.**

HIRE-PURCHASE TERMS ARRANGED.

**HOWARD 4184.**

891-293

**1960** THAMES Trader 6 diesel 7-ton long-wheelbase truck, 18-ft. body, very low mileage, £850.

**1960** THAMES Trader 6 diesel 7-ton tipper, Edbro steel body and gear, very low mileage, £850.

**ALSO** other good Trader vehicles in stock.

**TERMS** and exchanges.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. 891-279

**1960** 7-ton Trader truck, 160-in. wheelbase, 6D, 9.00 x 20 tyres, 12,000 miles, as new, £865.

**1960** Perkins Garages, Ltd., Leytonstone 3366. 891-355

**1958** Trader 6-yd. tipper, 6D diesel, really nice condition, £550.

**1958** Trader 6-yd. tipper, 6-cylinder petrol engine, very low mileage, £465. Edware 2572. 891-348

**LAMBERTS OF KINGSTON, LTD.**

MAIN FORD DISTRIBUTORS.

**TRADER** 1959 6-cu.-yd. tipper, fully reconditioned with new steel body and tipping gear, £1,035.

**140**, LONDON RD., Kingston-upon-Thames, Surrey. Phone, Kingston 7700 (20 lines) or Molesey 6949 after 7 p.m. 891-227

**FORD** 4D truck, 1955 to 1959, choice of several.

**JACKERBY AND CO.**, Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583. 891-321

**1955** 2-ton FORD 4D van, double rear doors, low step-in, ideal door to door grocery deliveries.

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**Used Goods Vehicles (contd.)**

**1958** THAMES Trader 7-ton diesel long-wheelbase truck, high sides, 18-ft. body, in excellent condition, £675. Terms arranged. Costal Ltd., Hill Top, 127 Hill Top, West Bromwich, Wednesbury 0470.

**Ford Thames and Fordson Wanted**  
FORDSON THAMES 4D vehicles, trucks, vans, wood, Ltd., 200-220 Cricklewood Broadway, Glendon 2334-5-6-7.

**WANTED**, FORD 4D vans and Perkins, all engines from 1955 onwards. Chancellors Motors, Ltd., Greenwich South St., London, S.E.10. Gre 2032-3.

**5-TON FORD THAMES** Trader, 108-in. chassis-cab, must be in good condition. Reply and price to Box CM9112, care of "The Commercial Motor".

**GUY** Otter 5-6-ton 18-ft. platform lorry, Gardner engine, 2-speed axle, £395 or terms arranged.

**HENRY EATON**, Ltd., 107 Palmerston St., Aston, Manchester. Phone, Ardwick 3146.

**GUY** Luton van, 1952, 900 cu. ft., £185.

**WALTER WALKER** (ECCLESFIELD), LTD., held, near Sheffield. Phone, Ecclesfield 3667.

**T.G.B. MOTORS, LTD.**

PRIMROSE ENGINEERING WORKS.

WOONE LANE, CLITHEROE.

Phone, Clitheroe 785.

**IMMEDIATE DELIVERY.**

OFFER THE FOLLOWING

**NEW VEHICLES.**

**GUY** Otters, 9 ft. 9 in., 4LK and 13 ft. B.M. engines, 2-speed axle.

**GUY** Warriors, 10 ft. 6 in., 13 ft. 9 in., 15 ft. 6 in., 7.7 A.E.C., 2-speed.

**GUY** Warriors, 13 ft. 9 in., 15 ft. 9 in., 375 Leyland, 2-speed.

**GUY** Light 6- and 8-wheelers, 15 ft. 3 in., 17 ft. 9 in., 7.7 A.E.C., 2-speed.

**EARLY DELIVERY**

OF INVINCIBLE 6- AND 8-WHEELERS, 6LK ENGINE

**USED VEHICLES.**

**1957** GUY Invincible 4-wheeler platform, 5LW.

**1960** GUY Light 8 17-ft. 9-in. platform, 7.7 A.E.C. 2-speed, ex-demonstration.

**ALL** underframe platforms, Primrose steer and axles, syndromic lubrication system fitted, painting and lettering, etc.

**PART-EXCHANGES**

AND

**HIRE-PURCHASE ARRANGED.**

**INTERNATIONAL**

**International Wanted**

**INTERNATIONAL** trucks or chassis wanted, diesel or petrol; also Studebaker 6-wheelers. Write Box CM9112, care of "The Commercial Motor". 891-23

**LAND ROVER**

**1958** Short-wheelbase LAND ROVER, hard top, 100 cc. Tan House Farm, Colnbrook 2741. 891-33

**GOOD** selection of used LAND ROVERS always in stock.

**COOMBS COMMERCIAL (GUILDFORD), LTD.** C Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 891-50

**LEYLAND**

**1960** LEYLAND Comet CS3-4R tractor unit, 100 cc. frame, universal coupling, 6-speed box, heater, available immediately.

**1960** LEYLAND Comet CS3-5R tractor unit, straight frame, suitable fifth wheel or similar coupling, available now.

**1956** LEYLAND 8-wheel Octopus platform body, by one careful owner for light work only, available immediately at reasonable price.

**1957** LEYLAND Comet coal tipper, offers wanted.

**RYLAND GARAGE, LTD.**, Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 891-60

**FORD AND SLATER (LINCS), LTD.**

MACAULAY STREET, GRIMSBY.

**LEYLAND**, ALBION, SCAMMELL.

**1959**, May, LEYLAND Comet chassis and cab, will accommodate 20-ft. body.

**FORD AND SLATER (LINCS), LTD.**

MACAULAY STREET, GRIMSBY.

Phone 57181. 891-51

**1952** LEYLAND Octopus 24-ft. platform, double drive, first-class mechanical condition throughout, ready for immediate use.

**PRALLS (HEREFORD), LTD.**, Holmer Rd., Hereford. Phone 4221. 891-43

**LEYLAND Hippo Mk. II** flat truck, new fibreglass cab, wrap-round vision, 36 x 8 tyres, twin rears, 5-speed gearbox, unregistered, ex W.D., £1,350.

**1957** LEYLAND 8-wheeler, 24-ft. platform, double drive, air brakes, one owner, in excellent running order.

**1956** LEYLAND 8-wheeler, 24-ft. platform, double drive, air brakes, one owner, in excellent running order.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. 891-279

**1950** 6-wheel LEYLAND platform, excellent condition.

**JACKERBY AND CO.**, Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583. 891-18

## Used Goods Vehicles (contd.)

**BROWNHILLS MOTOR SALES.**  
LEYLAND, ALBION, SCAMMELL  
AUTHORIZED DEALERS.

1955 And 1954 LEYLAND Comet normal-control lorry, 14-ft. 6-in. coal body.  
1955 delivery of new LEYLAND Comets and Super Comets.  
or advertisement under Used Goods Vehicles

**BROWNHILLS MOTOR SALES.**  
WATLING STREET (A5), BROWNHILLS, STAFFS.  
Phone. Brownhills 2307, 23367 and 2392. 891-480

1959 Octopus 24.04 chassis frame, as new, £100.  
1959 STARBOROUGH ENGINEERING CO., LTD., 36-42  
Rd. Peterborough, Phone 66161. 891-489  
1956 CAMPBELL PARK, LTD., offers a most genuine  
July, LEYLAND 8-wheel Octopus, double  
drive, excellent condition and good tyres.  
CAMPBELL PARK, LTD., Childwall Valley Rd.,  
Cheshire, Liverpool. Phone, Gintex 1331. 891-550

**MAUDSLAY**  
1948 MAUDSLAY, Twin Steer, excellent condition,  
choice of four. C. Russell, 155 Millbank St.,  
Southampton 26590. 891-179  
1954 MAUDSLAY Mogul 7-ton 20-ft. drop-side truck, 7.7  
A.E.C. 2295 or terms arranged.  
HENRY EATON, LTD., 107 Palmerston St., Ancoats,  
Manchester. Phone, Ardwick 3146. 891-251

**MORRIS AND MORRIS COMMERCIAL**  
1953 MORRIS 3-ton drop-side lorry, good condition, £195.  
1953 real, Meadows Squares, Boreley Green Rd.,  
Boreley, Kent. Phone, 0463. 891-110  
1958 MORRIS Minor van, £285. Acorn Motors,  
Lid., 24 Cross Rd., Hanworth, Midsx. Feltham  
891-131

**PALMERSTON OF KINGSTON.**  
MORRIS AND MORRIS COMMERCIAL RETAIL  
DEALERS.  
RELIABLE used vehicles in stock.  
PALMERSTON COMMERCIAL MOTORS, LTD.,  
757 Penryn Rd., Kingston 5618. 891-159

1956 MORRIS 3-ton coachbuilt Luton van, 950 cu.  
ft., very clean, £450 or terms arranged.  
HENRY EATON, LTD., 107 Palmerston St., Ancoats,  
Manchester. Phone, Ardwick 3146. 891-251  
1954 MORRIS MINOR van, 25,000 miles, very  
clean, £195. C. L. and H. L. Blundell,  
Canterbury, Canterbury. Phone 5476. 891-593

**RENAULT**  
GORDON KING MOTORS, LTD.,  
SOUTH LONDON RENAULT DISTRIBUTORS.

NEW RENAULT Estafette 10-12-cwt. vans, high roof  
N model, standard body (available with side-lading  
ladder, pick-up with tilt; also 8-seater passenger vehicle;  
suitable for early delivery. Demonstration vehicles avail-  
able.  
MICHAEL LANE, S.W.16. Streatham 313-4. 891-597

**RUTLAND**  
1954 October, RUTLAND Twin Steer tipper, good  
condition, £650. Valley Transport Co.,  
Sawley, near Frome, Somerset. 891-xb1145

**SCAMMELL**  
1954 PARADISE MOTORS, Geldard Rd., Birstall, York-  
shire. Phone, Morley 1029. 20-ton SCAMMELL  
15-ton low-loader trailers, new cab and latest-type  
miles and wings. 222-658

1958 SCAMMELL tractor with 6LW Gardner  
engine, heavy-duty towing links front and rear,  
new tyres, rebuilt 1959. Also available if required—  
15-ton low-loader trailer, 20-ft. well, knock-out axle.

**MERTON ENGINEERING CO., LTD.**  
FAGGS ROAD, FELTHAM, MIDDLESEX.  
Feltham 6208. 891-23

SCAMMELL 15-ton 8-wheel 25-ft. platform lorry, 6LW  
engine, 6-speed gearbox, £475 or terms arranged.  
HENRY EATON, LTD., 107 Palmerston St., Ancoats,  
Manchester. Phone, Ardwick 3146. 891-251  
1954 SCAMMELL 20-25-ton articulated low loader,  
20 ft. in well, knock-out axle, in excellent  
condition.

1958 GREEN MOTORS, Langley, Hitchin. Herts.  
891-280  
1949 SCAMMELL unit, fitted late-type cab, 6LW  
engine, 6-speed gearbox, 25-ft. platform, 20-ton  
semi-low trailer, tandem axle, 25-ft. flat bed,  
A.E.C. coupling, landing gear, in very good order,  
13 Melbury Rd., Kenton, Midsx. Wordsworth  
891-299  
SCAMMELL tractor, 6LW, fitted 40 x 8 twin tyres,  
Scammell turnbuckles, 1949; also tandem-axle Scammell  
unit, 24-ft. on 14,000 x 16 tyres, fitted with air pressure  
control operator, price £1,650 o.n.d. Terms possible.  
John Sandhills, Liverpool, 4. Phone, North 1026. 891-477

**SEDDON**  
1955 SEDDON, diesel P6 Perkins, 7-tonner long  
chassis with double strength aluminium drop-  
side truck body, in unmarked condition, engine com-  
pletely reconditioned by agents 13,000 miles ago, excep-  
tionally smart and reliable truck, £345. 10 Aspen Close,  
Dunstable, Bedfordshire, Beds. Farborough 5310.  
891-xa1148

1952 SEDDON 3-ton P4 platform lorry, £275.  
1949 SEDDON 6-ton P6 long-wheelbase flats,  
from £125 or terms.  
HENRY EATON, LTD., 107 Palmerston St., Ancoats,  
Manchester. Phone, Ardwick 3146. 891-251

## Used Goods Vehicles (contd.)

1952 SEDDON 5L 7-ton diesel drop-side, good con-  
dition all round, reasonable price.  
1955 SEDDON long wheeler tipper, large body,  
suitable for coal, ready for work.  
NEW SEDDON 7-tonner, Comet engine, immediate  
delivery.

MIDLAND DISTRIBUTORS.  
RYLAND GARAGE, LTD.,  
RYLAND STREET,  
OFF BROAD STREET,  
BIRMINGHAM 16.  
Edgbaston 4501-5. 891-48

**BENTLEY BROS. (SHEFFIELD), LTD.**  
VAUXHALL AND BEDFORD MAIN DEALERS.  
71 THE WICKER, SHEFFIELD, 3.  
Phone 29281.

1954 SEDDON 5-ton diesel tipper, ready for im-  
mediate use, £200. 891-97A

1959 SEDDON artic. unit, S.A.E. coupling, new  
latest-style cab, 5-speed gearbox, 2-speed axle,  
very clean and in excellent order, with choice of trailer  
if required.  
R. Steevens 174. 891-281  
SEDDON 6-ton diesel platform truck, first registered  
June, 1953, excellent order, £250. Ewins' Garage,  
Banbury 3551. 891-412

**SENTINEL**  
SENTINEL 7-ton long-wheelbase platform lorry, reason-  
able price and part-exchange arranged.  
HENRY EATON, LTD., 107 Palmerston St., Ancoats,  
Manchester. Phone, Ardwick 3146. 891-251  
1955 SENTINEL Light 6-wheeler, 4-cylinder D.I.  
engine, 5-speed box, 21-ft. flat, 36 x 8 tyres,  
in good condition, £450.  
C. CONNAC HAULAGE, 10 Borrowdale Rd., Lancaster.  
891-486

**STANDARD**  
1960 ATLAS van, 12-15-cwt., 8,000 miles only, abso-  
lutely as new, £345. Cavendish Motors, Caven-  
dish Rd., N.W.6. Willesden 0046-8. 891-371

**THORNYCROFT**  
Thornycroft Wanted  
WANTED, THORNYCROFTS, 6 and 8 wheelers.  
Details to Walker Bros., Ltd., Middleton, Near  
Morecambe. Phone, Heysham 743-4. 891-32

**VULCAN**  
1950 VULCAN 6-ton truck, new P6 fitted 6,000 miles  
ago, brakes relined, £140. C. L. and H. L.  
Blundell, Wincheap Garage, Canterbury. Phone 5476. 891-591

**UNCLASSIFIED**  
ANCHOR MOTORS.  
ROOTES MAIN DEALERS,  
Chester 22622.

## OFFER FOR IMMEDIATE DELIVERY:

NEW COMMER 7-ton 13-ft. 6-in. chassis-cab, 5-speed  
box, air brakes, heater £495  
NEW COMMER 7-ton 11-ft. 6-in. chassis and cab, TS  
diesel engine, 9,000 x 20 tyres  
NEW COMMER 7-ton 9-ft. 7-in. tipper, complete TS3  
diesel, 9,000 x 20 tyres, 5-speed box, air brakes.  
NEW COMMER 6-ton 11-ft. 9-in. wheelbase chassis-  
cab, standard tyres, medium diesel engine.  
NEW COMMER 11-ton super-capacity van, petrol or  
diesel engine, in primer.  
NEW COMMER 12-seater light buses, also 12-seater  
light buses with certificate of fitness for seven years,  
petrol or diesel.  
NEW COMMER 15-cwt. van, high-top vans, bottle  
holders, drop-away front ends, choice of petrol or  
diesel.  
NEW COMMER Cabs and express delivery vans, choice  
of colours.  
NEW KARRIER Bantam 10-ft. 2-in. wheelbase chassis-  
cab, diesel engine.  
NEW KARRIER Bantam 2-ton tipper, complete, petrol  
engine.

**TIPPERS.**  
1956 COMMER TS3 tipper, complete, in perfect  
mechanical condition, one owner from new,  
£675.  
1954 August, BEDFORD 5-ton short-wheelbase  
tipper with diesel engine, £325.  
1947 KARRIER Bantam refuse vehicle, £75.

**PLATFORM.**  
1949 6-7-ton THORNYCROFT diesel-engined lorry,  
in good running order, £125.  
1955 (Late) BEDFORD 5-ton drop-side van, petrol or  
diesel, one owner, petrol engine, £250.  
1950 AUSTIN Loadstar, a bargain at £175.

## VANS.

1960 COMMER 3-ton sliding-door van, 2,000 miles  
only, bargain at £495  
1960 COMMER Cob, one owner, low mileage, £350.  
1960 COMMER 3-ton van, one owner, heater, £475.  
1959 AUSTIN 12-seater, P.S.V. light buses, certifi-  
cate of fitness to 1966, one owner, very well  
maintained, choice of five, at £500 each.  
1959 AUSTIN A35 van, in beautiful condition, one  
owner, heater, £320.  
1959 COMMER Cob, well maintained, £325.  
1958 COMMER E.D.V., two-tone antelope and pearl  
grey, excellent investment, £350.  
1957 COMMER E.D.V., sound condition, £285.  
1956 MORRIS Cowley van, repainted, £250.  
1956 December, AUSTIN Minicoach, very clean,  
excellent mechanical order, £275.  
1950 MORRIS J-type van, a sound investment, £60.

**ANCHOR MOTORS, CHESTER.**  
891-61

## Used Goods Vehicles (contd.)

**FORD AND SLATER, L. TD.**  
LEYLAND, ALBION, SCAMMELL  
TIPPERS.

1957 BEDFORD 5-ton tipper, petrol, 12-ft. steel  
drop-side body.  
1955 BEDFORD 5-ton tipper, 13-ft. 6-in. timber  
body.  
1954 BEDFORD 7-ton tipper, petrol, U-shaped steel  
body.  
1958 LEYLAND Comet normal-control medium-  
wheelbase, 14-ft., by 2-ft. timber drop-side,  
choice of two.  
1956 BEDFORD 7-ton R6 short-wheelbase forward-  
control, 11-ft. 6-in. by 4-ft. steel fixed sides.  
1955 DODGE 7-ton, R6, 14-ft., by 4-ft. timber fixed-  
side.  
1957 BEDFORD 7-ton Comet engine, 11-ft. 6-in. by  
2-ft. 6-in. timber fixed sides.  
1956 BEDFORD 7-ton, R6, 15-ft. by 2-ft. timber  
drop-sides with 2-ft. timber extension.  
1958 DODGE R6 with Boys third axle, 15-ft. 6-in.  
by 5-ft. timber fixed sides. Choice of two.  
1955 COMMER TS3 7-ton, 13-ft. by 3-ft. timber drop-  
side.  
1955 COMMER Q4, P6, 10-ft. timber drop-side.

## PLATFORM.

1960 LEYLAND Octopus chassis-cab only.  
1958 FORD Trader 7-ton articulated, 22-ft. Carri-  
more trailer.  
1957 COMMER TS3, 19-ft. timber drop-side.  
1956 BEDFORD 7-ton, R6, 16-ft. timber flat.  
1956 BEDFORD normal-control, 16-ft. 6-in. timber  
flat.  
1955 DODGE 6-ton P6 16-ft. timber drop-side.  
1957 SEDDON 6-ton, P6, 16-ft. 6-in. timber drop-  
side body.  
1957 BEDFORD tractor unit, with 23-ft. Scammell  
trailer.  
1951 FORD Sussex, P6 18-ft. 6-in. timber drop-side.  
1954 BEDFORD-SCAMMELL tractor unit, 6D  
engine. Choice of two.  
1953 SEDDON 6-ton, 16-ft. 3-in. timber flat.  
1959 LEYLAND Comet model ECOS/4R, 19-ft.  
timber platform with hard top tilt.  
1953 THORNYCROFT 18-ft. timber double-drop-  
side.  
1955 ALBION Chieftain, 18-ft. alloy framed timber  
flat.  
1959 LEYLAND Comet Model CS3/3R, chassis-cab  
only; choice of two.  
1953 BEDFORD 5-ton cattle truck, 15-ft. 2-decker.  
1958 BEDFORD forward-control 7-ton, G.M.C.  
engine, 16-ft. 6-in. timber flat.  
1954 DODGE 3-ton, P6, 16-ft. 6-in. timber flat.  
1954 ATKINSON 7-ton, 18-ft. timber flat.  
1948 LEYLAND Beaver, 600 engine, 20-ft. timber  
flat.

## VANS.

1955 BEDFORD 7-ton 16-ft. 4-in. by 7-ft. 6-in.  
by 7-ft. 6-in. boxvan body.

## TRAILERS.

NEW 12-ton 25-ft. SCAMMELL automatic coupling  
semi-trailers available as chassis only, platform or  
drop-side, 9,000 x 20 (14-ply) tyres, immediate delivery.  
ONE new York Model HW2 semi-trailer with Type 6  
axle, 25-ft. platform with 2-ft. 6-in. headboard,  
mounted on 10,000 x 20 Michelin tyres with 10-stud wheels  
and vertical landing, spare-wheel corner bolted.

## TIPPING GEARS.

EDBRO and Pilot tipping gears in stock for immediate  
delivery.

**FORD AND SLATER, L. TD.**  
LEYLAND, ALBION,  
GWENDOLEN ROAD, LEICESTER.  
Phone 36117-9. 891-81

**THOMAS S. WHITNEY AND CO., L. TD.**  
MAIN FORD DEALERS,  
279-283 SCOTLAND ROAD, LIVERPOOL, 5.  
Phone, North 3191.

1959 7-ton FORD Trader diesel drop-side truck, one  
owner, £100.  
1958 7-ton FORD Trader diesel platform truck, 9,000  
x 20 12-ply tyres, as new, £650.  
1958 7-ton FORD Trader diesel, fitted Boys third  
axle, 22-ft. platform, one owner, £895.  
1957 7-ton B.M.C. diesel drop-side truck, power  
steering and 2-speed axle, Michelin X all  
round, £700.  
1958 8-type BEDFORD 7-ton diesel platform truck,  
one owner, £650.  
1955 And 1956 LEYLAND Comet long-wheelbase  
tipper, 2-speed axle and 5-speed gearbox, £400  
and £750.  
1955 8-type 7-ton BEDFORD diesel alloy platform  
truck, one owner, £400.  
1954 8-type 7-ton BEDFORD diesel platform truck,  
new engine recently, £325.  
1955 8-type 7-ton BEDFORD diesel twin ram tipper,  
2-speed axle, high-side coal body, £400.  
1956 BEDFORD-SCAMMELL articulated unit, diesel  
engine, one owner, £375.  
1956 And 1955 Thames 4-cylinder diesel 3-ton drop-  
side trucks, £275 and £250.  
1955 Thames 4-cylinder diesel 5-ton tipper, £150.  
1951 ALBION 3-ton 4-cylinder petrol van, fitted side-  
loading door, excellent condition throughout.  
NEW Thames Traders for immediate delivery, 7-ton,  
5-ton and articulated chassis-cabs and 108-in. and  
138-in. tippers. 891-98

**Used Goods Vehicles (contd.)**

**HARRY DANDO,**  
VAUXHALL AND BEDFORD MAIN DEALERS.  
WEST END GARAGE.  
CHIPPING SODBURY, BRISTOL.  
Chipping Sodbury 2277 (four lines).

**YORK** trailers. Full range nearly always in stock.  
20-ton tandem axle up to 27-ft.  
**TRADE** for: Gloucestershire, Wiltshire, Somerset,  
Devon and Cornwall.

**NEW VEHICLES.**

**BEDFORD** 7-ton, J6SC1, normal-control, Bedford 300  
engine, 2-speed, 4-speed, 9.00 x 20, 12-ply to rear,  
8.25 x 20, 12-ply to front, complete with Telechute  
tipping gear and wood drop-side body, £1,560 19s.  
**BEDFORD** 7-ton, K1FC1, 120-in., 2-speed, 5-speed,  
B fitted with Telechute tipping gear and wood drop-side  
body, 9.00 x 20, 12-ply tyres, £1,751 15s. 6d.  
**BEDFORD** 7-ton, K1FC1, 151-in., chassis-cab, 2-speed,  
4-speed, 9.00 x 20, 12-ply tyres, £1,336 18s.  
**BEDFORD** 10-ton, KFA1, tractor unit, Bedford 300  
diesel engine, air brakes, 2-speed, 5-speed, 8.25 x 20,  
14-ply tyres £1,345 10s.  
**BEDFORD** 15-cwt. long-wheelbase van, with addi-  
tional passenger seat, £495.  
**ERF** Model 68(GX), 24-ton gross tipper with  
18-ft. end tipping body, hydraulic underfloor end tipping  
gear, £4,828. Ex works. Available mid-January.  
**LEYLAND** Super Comet, 14SC/14AR, chassis and  
cab, with heater and demister, on  
10.00 x 20, 14-ply tyres, 400 engine, £2,404 6s.  
**YORK**, WIA, Scammell, 11-ton, 25-ft. platform trailer,  
with 2-ft. adorne, 9.00 x 20, 12-ply tyres, spare  
wheel carrier, £698 4s. 6d.  
**YORK**, DW2, 12-ton 25-ft., vacuum brake semi-trailer,  
2-ft. headboard, £881 14s.  
**YORK**, DW2, 12-ton 27-ft., vacuum brake semi-trailer,  
2-ft. headboard, £904 5s.  
**YORK**, Freightmaster 18A, 26-ft. long, 8-ft. 6-in. high,  
vacuum brakes, SAE coupling, £1,955 6s. 0d.  
**NEW COLES**, 10-ton, Regis, diesel-electric crane, 40-ft.  
cantilever, mounted on a 1953 Foden chassis, double-  
drive 8-wheel chassis and cab, £7,750 complete.

**LONG WHEELBASE.**

**ALBION**, 1957, Reiver, Comet engine, platform body,  
good condition throughout, £1,000.  
**ALBION**, 1955, Reiver, Comet engine, double drive,  
6-wheeler, good condition throughout, £700.  
**B.M.C.**, 1957, diesel, rigid 6-wheeler, platform body,  
good condition throughout, £750.  
**BEDFORD**, 1956, 7-ton, Baico extended 20-ft. platform,  
B with Bedford 300 diesel engine, £650.  
**ALBION**, 1956, Chieftain, long wheelbase, coach-built  
cab, aluminium frame platform body, good clean  
condition throughout, £400.  
**BEDFORD**, 1953, 5-ton, petrol, 800-cu.-ft. boxvan, £325.  
**DODGE**, 1955, R6, 7-ton, long wheelbase drop-side, good  
tyres, £325.  
**BEDFORD**, 1954, 7 ton, R6, long wheelbase, £275.  
**B**  
**AUSTIN**, 1956, B.M.C. diesel, 3-4-ton, drop-side truck,  
one owner, low mileage, good condition, £300.  
**BEDFORD**, 1954, 3-ton, A-type boxvan, petrol, £250.  
**AUSTIN**, 1952, Loadstar, petrol, 1,200-cu.-ft. pantech-  
nic, £250.  
**BEDFORD**, 1956, 7-ton, petrol, long wheelbase,  
aluminium platform body with wooden floor, £150.  
**BEDFORD**, 1954, 7-ton, long wheelbase, drop-side, R6  
engine, £150.  
**BEDFORD**, 1954, 7-ton, long wheelbase, with Albion  
diesel engine, in good condition, £150.  
**COMMIE**, 1955, 25-cwt. van, good condition, £150.  
**DENNIS** Max, 1947, double drop-side, quite clean con-  
dition throughout, still has a lot of life left, £125.  
**SENTINEL**, 1955, fitted with Gardner 5LW, vertical  
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**TIPPERS.**

**DODGE**, 1958, normal control, Comet engine, standard  
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**A.E.C.** Mark II, 1956, Pilot twin under-body gear,  
in a state of repair, in exceptionally good  
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**A.E.C.** Mercury 1958 tipper, fitted with aluminium  
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throughout, low mileage, £2,000.  
**BEDFORD**, 1957, Comet engine, 7-ton fixed-side,  
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**ERF**, 1949, 4LW Gardner, standard wood body  
tipper, very careful operator, £750.  
**FODEN**, 1946, model DG6-12, Gardner 6LW engine,  
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drive 6-wheeler, £1,000.  
**B.M.C.**, 1956, long-wheelbase tipper, good condition,  
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**BEDFORD**, 1954, 7-ton, R6, U-shaped steel body tipper,  
good condition, £450.  
**A.E.C.** Matador, 4 x 4, fitted with steel body, twin  
under-ram tipping gear, 7.7 engine, £400.  
**MORRIS**, 1955, diesel, normal control, short-wheelbase  
steel body tipper, £300.

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**BEDFORD** 1958 10-ton Scammell tractor unit, 300  
diesel, complete with two Scammell 20-ft. platform  
trailers, one is fitted with bulk grain-carrying body,  
gravity discharge, all in good condition throughout,  
£1,150.  
**COMMIE** 1957 TS3 diesel tractor unit, air brakes,  
good condition, SAE coupling, £500.  
**BEDFORD** 1952 4-ton diesel Dyson 10-ton semi-low  
loader, twin oscillating axles, eight wheels in line,  
fitted with winch and loading ramps, good condition  
throughout, £800.  
**FORD** Thames Trader 1957 6D tractor unit, no  
coupling, £650.  
**BEDFORD** 1954 S-type tractor unit, R6, no coupling,  
£300.  
**ERF**, 1946, Gardner 5LW, tractor unit, in excep-  
tionally good condition throughout, £475.  
**ALBION** tractor unit, fitted with Meadows 4-cylinder  
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(Continued in next column)

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- 1959 THORNycroft Trusty 17-ton 8-wheeler, 25-ft. alloy drop-side, air brakes, 40 x 8.
- 1959 BEDFORD SST1 and J6 (Bedford diesel) 7-ton 4-wheel short-wheelbase tippers.
- 1959 MORRIS (B.M.C. 5.1-litre) 4-wheel 120-in. wheelbase tractor, Carrimore coupling.
- 1959 58. MORRIS (B.M.C. 5.1-litre) 7-ton 4-wheel 150-in. tipper, 15-ft. bodies, choice three.
- 1957 ATKINSON M644LW (Gardner 4LW) 7-8-ton 4-wheel Milshaw twin-ram 15-ft. tipper.
- 1956 ATKINSON M644LW (Gardner 4LW) 7-8-ton 4-wheel Pilot tipper, 124-ft. alloy body.
- 1956 ALBION Reiver 6-wheel double-drive 22-ft. platform truck, Michelin C20, choice two.
- 1956 55. LEYLAND Octopus (9.8 600 diesel) 16-17-ton 8-wheel double-drive Pilot twin-ram 14-cu.-yd. timber-metal tipper, choice six.
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- 1956 THORNycroft 8-wheeler, 24-ft. all-metal platform body, ex C-lit licence operator, one owner, clean vehicle.
- 1955 THORNycroft 8-wheeler, 24-ft. all-metal platform body, ex C-lit licence operator, one owner, clean vehicle, choice of two.
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- BEDFORD 5-ton long-wheelbase tipper, diesel, first registered 1956, £485.
- BEDFORD 7-ton forward-control 6-cu.-yd. U tipper, petrol, first registered 1958, £585.
- BEDFORD 7-ton drop-side truck, diesel, 2-speed axle, first registered October, 1958, £685.
- ERF 8-wheeler, with 24-ft. drop-side truck body, third differential, C-lit licence operated, exceptional condition, first registered 1957.
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- 1957 BEDFORD 25-cwt. diesel Spurling van, guaranteed, £445.
- 1957 BEDFORD 10-12-cwt. van, guaranteed, £225.
- 1955 FORDSON 3-ton 4D diesel long-wheelbase drop-side truck, £325.
- 1953 FORD Thames 5-ton P6 diesel pantechnicon, approx. 1,100 cu. ft., £395.

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WELSH HARP,  
EDGWARE ROAD, N.W.9. 891-122

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- 1958 GUY Warriors, flats and tippers, choice of two.
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- 1956 FORD 4D long-wheelbase platform.

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WE always have numerous trucks, vans, etc., in stock.  
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- 1955 DODGE 7-ton medium-wheelbase diesel tipper, £695.
- 1953 ALBION Reiver 6-wheeler, alloy platform, £650.
- 1955 COMMER diesel 5-ton, drop-side, £350.
- 1955 FORD Thames 5-ton diesel, drop-side, £320.
- 1954 MORRIS 5-ton, petrol, drop-side, £120.
- 1950 BEDFORD 5-ton petrol tipper, £175.
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- 1956 AUSTIN 3-ton 4-cylinder diesel long-wheelbase tipper.
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- 1956 FORD 4D platform lorry.
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1951 AUSTIN A70 van, fawn, good order, £65. 891-104

1959 COMMER 12-ton tractor, c/w fifth-wheel coupling, £125.  
1958 COMMER 12-ton tractor, c/w fifth-wheel coupling, £125.  
1957 COMMER 12-ton tractor, c/w fifth-wheel coupling, £125.  
1950 COMMER 7-ton TS3 tipper, 9.00 x 20 tyres.  
1947 COMMER express delivery van, green.  
1947 DODGE P6 tipper.

1956 DODGE R6 tipper.  
1952 MORRIS Cowley van.  
1951 MORRIS Minibus.

1955 AUSTIN A40 van.  
1954 LEYLAND Comet, alloy tipping body.

1956 AUSTIN 3-ton petrol truck.  
1955 AUSTIN 2-ton diesel truck.

1953 COMMER Superpoise 5-ton petrol van.  
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SCAMMELL 12-ton trailer, 25 ft.

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COMMERCIAL 30-cwt. van.

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1956 BEDFORD 300 engine, long-wheelbase 6-ton.

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NEW Trader 7-ton 108-in. wheelbase diesel tipper, 7 cu. yd.

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1959 B.M.C. 7-ton 7-yd. diesel tipper, 2-speed axle, £895.

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1956 FORD articulated low-loader with P6 engine, £795.

1958 FORD 10-12-cwt. van, £275.

1954 AUSTIN Loadstar 3-ton truck, engine completely reconditioned, £300.

1948 BEDFORD cattle truck, Jennings body, £145.

1957 AUSTIN Omnicoach, £295.

1957 FORD 5-ton truck, £495.

1957 FORD 5-cwt. van, £265.

1959 FORD 7-ton truck, £500.

1958 BEDFORD 2-ton truck, £95.

1950 891-182

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1957 ALBION Reiver 6-wheeler, double-drive with 23-1/2 platform body, Leyland engine, 9.00 x 20 tyre equipment.

1957 SEDDON diesel Mk. 15, fitted with de luxe cab, double-drop-side body, 9.00 x 20 tyre equipment, modified R6 engine, one owner.

1956 B.M.C. diesel 7-ton fitted with 17-ft. 6-in. platform body, two-speed axle, power steering, 9.00 x 20 14-ply tyre equipment.

1956 SEDDON diesel, fitted with platform body, de luxe cab, one C-licence owner, one driver.

1956 SEDDON diesel 6-yd. tipper, 8.25 x 20 tyre equipment, one owner.

1955 SEDDON diesel Mk. 12, fitted with twin-speed axle, heavy David Brown gearbox, 9.00 x 20 tyre equipment, forward control, one C-licence operator.

1954 SEDDON diesel Mk. 12, fitted with modified R6 engine, 18-ft. 6-in. platform body, twin-speed axle, 9.00 x 20 tyre equipment, one C-licence owner, good machine.

1953 SEDDON diesel Mk. 5-L, fitted with platform body and in good condition.

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ALBION Reiver, 1955, Albion engine, drop-side body.

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DENNIS Max 1947 platform lorry.

BEDFORD 1949 5-ton van, P6 engine, very clean condition.

BEDFORD, 1956, 7-ton.

MAUDSLAY 8-wheeler, 1950, 24-ft. platform, 9.6 engine, double drive, choice of two.

THAMES Trader.

7-ton long-wheelbase tippers, choice of two.

**TERMS AND PART-EXCHANGES.**

**CENTRAL GARAGE,**

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**LUTON vans and pantechnicons.**

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1954 BEDFORD 5-ton boxvan, sliding doors, £220.

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1954 BEDFORD 3-ton integral cab, ex-brewery, £365.

1950 SEDDON P6 diesel, 1,200 pantechnicon, in really first-class order, C-licence operator, £275.

**TRUCKS and units.**

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1955 AUSTIN 2-ton diesel truck, very good condition, £325.

1955 BEDFORD 4-5-ton truck in very good condition, £250.

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7-TON BEDFORD J6 tipper, 300 diesel.  
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88-IN. LAND ROVER, petrol and diesel.  
109-IN. LAND ROVER, petrol and diesel.

**USED VEHICLES.**

UNREGISTERED BEDFORD normal-control prime  
mover with interchangeable straight frame trailer with  
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maker's recommended engine just fitted.  
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ALL REPAINTED AND LETTERED TO SUIT  
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£525.  
1951 Thames 4-ton long-wheelbase petrol truck,  
special body with two bolsters, recent recom-  
mended engine, £155.  
1958 BEDFORD Ulliblake, grey, excellent vehicle,  
£325.  
1953 FORDSON 10-cwt. van, insulated body, £120.  
FORDSON 10-cwt. van, repainted green, ladder rack  
and seats, £120.  
SEVERAL others from which to choose.

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5-7-CWT. vans, painted and primer.  
10-12 And 15-cwt. vans and pick-ups, painted and  
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THAMES 2-ton diesel van.  
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in excellent condition.  
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body, 2-speed rear axle, 9.00 x 20 tyres.  
1957 B.M.C. 7-tonner, 18-ft. drop-sided body, 2-speed  
axle, 9.00 x 20 tyres, in excellent order.  
1959 Coles 3-tonner Model S.410 Pyrrhus mobile  
crane, 24-ft. jib, Ford 4D engine, equal to new,  
£1,650.  
NEW B.T.C. 12-ton 4-in-line 25-ft. trailer, in stock.  
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NEW Eagle 20-25-ton drop-frame low-loading semi-  
trailer, twin-line air brakes, 20-ft. well, 14.00 x 20  
tyres, 4-ton winch, knock-out axle, in stock, immediate  
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NEW LEYLAND Comet 1452CR chassis and cab, suit-  
able for 14-ft. 6-in. tipping body, in stock, immediate  
delivery.  
NEW BEDFORD 5-type 7-ton steel-bodied drop-sided  
tipper, 2-speed axle, 5-speed gearbox, in stock, im-  
mediate delivery.  
NEW FORD 7-ton short-wheelbase steel-bodied tipper,  
in stock, immediate delivery.  
THORNYCROFT Sturdy, 1958 model, Gardner 4LK  
engine, 16-ft. drop-sided body, in first-class order.  
1948 E.R.F. Twin Steer, Gardner 5LW engine, 20-ft.  
drop-sided body, in fair condition.  
1954 LEYLAND Octopus, double-drive rear axle,  
24-ft. platform body, 9.00 x 20 tyres, in very  
good condition.  
1959 GUY Light 8-wheeler, 24-ft. platform body,  
single-drive rear axle, late-type cab, 9.00 x 20  
tyres, in very good condition.

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A.E.C. Mandator together with Hands 20-25-ton  
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excellent throughout.  
1955 A.E.C. 8-wheeler 11.3 engine, double drive,  
6-speed overdrive, box trailer equipment, 8-ft.  
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class condition throughout.  
1950 FODEN FG 6-wheeler boxvan, 6LW Gardner  
engine, double drive.  
1950 LEYLAND 6-wheeler boxvan, double-drive, 600  
engine.  
1950 FG FODEN 6-wheeler, 6LW engine, platform  
body.  
1958 BEDFORD Comet together with low-loading  
trailer, knock-out axle, S.A.E. coupling.  
1955 A.E.C. 6-wheeler, 9.6 engine, double drive, air  
brakes.  
1958 BEDFORD Comet artic., 24-ft. trailer, S.A.E.  
coupling.  
1957 BEDFORD Comet, platform body.  
LEYLAND 8-wheeler, double drive, 600 engine, late-  
type cab.  
1957 B.M.C. flat, choice of three.  
1956 DENNIS Pax, P6 engine, 20-ft. Duramin plat-  
form body.  
1955 ALBION Chieftain, platform body, choice of  
three.  
1955 LEYLAND Beaver boxvan, 600 engine.  
1952 LEYLAND Comet cattle load, good through-  
out.  
1949 A.E.C. 4-wheeler, 9.6 engine, 20-ft. Duramin  
body, exceptional condition.  
1957 DODGE tipper, R6 engine, 9.00 x 20 tyre  
equipment, steel body.  
1958 Thames 3-ton Trader, 6D engine, truck body.  
SEVERAL very good 8-ton 18-ft. Scammell trailers.  
SEVERAL very good 4-wheeled Dyson drawbar trailers.  
NUMEROUS cheap 4-, 6- and 8-wheelers always in  
stock.

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7-cu.-yd. drop-side steel body, 9.00 x 20 tyres,  
14,000 miles only from new, £750.  
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truck, 9.00 x 20 tyres, 13,000 miles only,  
£825.  
1959 BEDFORD diesel, D model, 5-ton short-wheel-  
base tipper, 8-cu.-yd. drop-side steel body,  
14,000 miles only from new, £750.  
1959 Thames Trader 7-ton short-wheelbase tipper,  
6-cu.-yd. drop-side steel body, careful owner-  
driver, £675.  
1959 Weatherill hydraulic shovel complete with bucket,  
etc., engine recently overhauled, £895.  
1957 AUSTIN B.M.C. diesel 3-ton long-wheelbase  
drop-side truck, normal control, superb con-  
dition, £425.  
1957 BEDFORD 5-ton long-wheelbase drop-side  
tipper, Anthony hoist, choice of two, £350.  
1957 FORD 4D diesel 1,500-cu.-ft. Luton van, recom-  
mended engine just fitted, outstanding body,  
£725.  
1956 AUSTIN B.M.C. diesel forward-control 3-ton  
long-wheelbase drop-side truck, ex-C-licence  
operator, £325.  
1956 FORD 4D diesel standard 30-cwt. van, one  
owner, £235.  
1955 BEDFORD R model, 4-wheel-drive, 7-ton  
chassis-cab, £150.  
1955 BEDFORD diesel 950-cu.-ft. Luton van, alloy  
body one C-licence owner (electrical firm),  
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1955 BEDFORD diesel 5-ton boxvan, separate cab,  
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1955 FORD 4D diesel 3-ton Luton van, separate  
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1955 AUSTIN B.M.C. diesel 3-ton Luton van,  
600-cu.-ft. capacity, ideal for small removals,  
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1954 BEDFORD 3-ton boxvan, large-capacity body,  
separate cab, immaculate condition, £285.  
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hauling, very clean, £275.  
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1949 BEDFORD long-wheelbase 5-ton hydraulic  
tipper, 15-ft. drop-sided body, new P6 engine.  
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tyres.  
1953 FODEN 8-wheel D.D. 22-ft. steel-bodied truck,  
tyres.  
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tyres.  
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FORD Trader 7-ton LW hydraulic tipper.  
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1956 FORD D steel-bodied tipper, very clean.  
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1957 FORD 6D Trader, 5-yd. Anthony hoist tipper,  
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1957 FORD 6D Trader 5-ton long-wheelbase truck,  
£650.  
1959 COMMER TS3 7-ton truck, alloy body, £780.  
1958 COMMER TS3 7-ton truck, alloy body, £780.  
1957 COMMER TS3 7-ton truck, alloy body, £680.  
1957 COMMER TS3 Baico extension 7-tonner, 24-ft.  
body, £690.  
1957 FORD 4D 3-ton truck, 11-ft. 6-in. body, £330.  
1956 FORD 4D truck, 14-ft. body, £275.  
1956 FORD 4-yd. tipper, P6 engine, £225.  
1958 BEDFORD 4-yd. tipper with Bedford diesel,  
£590.  
1958 BEDFORD 4-yd. tipper with 4D engine, £780.  
1954 BEDFORD 5-yd. tipper, £250.  
1955 DENNIS Pax 5-ton forward-control platform  
truck, £390.  
1953 GUY 5-ton insulated van, P6 diesel, £360.  
LEYLAND Comet with Anthony hoist, 5-yd.  
tipper, £190.  
LEYLAND Comet with Anthony hoist, 6-yd.  
tipper, £190.  
1949 FORD 4D tipper with drop-side body, £180.

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1957 GUY Warrior 8-tonner, Meadows diesel engine,  
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1958 BEDFORD 7-ton, Bedford diesel engine, 16-ft. drop-side body, choice of six.  
1959 FORD 4D, 4-cylinder diesel engine, 14-ft. platform body.  
1959 ALBION CX3 model, 4- and 6-wheel platform bodies.  
1959 E.R.F. Twin Steer, 5LW engine, 20-ft. platform body.  
1959 GUY Warrior, A.E.C. 7.75 engine, 2-speed axle, 10-ft. alloy platform body.  
1959 E.R.F. Twin Steer, 5LW engine, 5-speed gear, drop-side body.  
1959 MAUDSLAY Meritor 8-wheel tipper, double drive.  
1959 Thames Trader tractor unit, 6D engine.

1956 LEYLAND Comet forward-control platform body.  
1956 BRISTOL 8-wheeler, Leyland engine, 5-speed gearbox, single drive, 24-ft. platform body.  
1959 LEYLAND Super Comet tractor unit, fifth-wheel coupling, air brakes, immaculate condition; two.  
1959 ALBION Clydesdale tractor unit, fifth-wheel coupling.  
1959 BRISTOL crawler tractor, Model 22, P3 diesel engine, complete with Trak-trips.  
1959 E.R.F. Twin Steer, 5LW, 20-ft platform body.  
1959 COMMER TS3, 7-ft. 9-in. wheelbase, wood tipping body.  
1959 ALBION Chieftain, 4-cylinder Albion engine, 7-ft. 6-in. platform body.  
1959 CLAREMORE 4-wheel trailer, 16-ft. wood platform body.

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AUSTIN Thames, 1951, 5-ton, fitted Perkins P6 engine, 6-ton drop-side body recently fitted.  
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1957 Trader 5-ton 138-in. tipper, 4D engine, drop side, £750.  
NEW Thames Trader articulated unit, ex stock.

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1950 FORD 5-ton drop-side truck, £50. 891-194

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excellent condition throughout.  
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**DODGE** 5-ton diesel platform.  
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6-cylinder D.I. engine, air brakes and 23-ft. 6-in.  
alloy platform body, sound machine, one owner.  
NEW B.T.C. Model W1107 12-ton 4-in-line semi-trailer,  
N 25-4 ft. platform, fitted twin line air brakes, also  
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1954 7-ton BEDFORD, fitted service exchange  
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MAY 1959 FORD Trader 6D tractor unit, fitted  
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trailer with high headboard painted Ford works red and  
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**BEDFORDS**, long wheelbase, double drop sides, diesel  
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vehicles very very clean.  
**AVAILABLE** for early delivery, new Thames Trader  
5-6-cu.-yd. Edbro drop-side tippers.  
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**FRANK G. GATES, LTD.,**

FORD MAIN DEALERS,

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Wan 6633.

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1955 BEDFORD A-type 5-ton truck, £265.  
1957 COMMER EDV, £155.  
1955 COMMER TS3 artic. unit, £375.  
1957 BEDFORD A-type 5-ton tipper, £350.  
1951 ALBION 1,600-cu.-ft. diesel Luton, £275.  
1954 DODGE Luton, 1,000 cu. ft., £275.  
1952 COMMER, long wheelbase, alloy, platform,  
£175.  
1957 FORD 10-cwt. van, choice of two, £125. 891-570

**DUNNS MOTORS, LTD.,**

TAUNTON AND EXETER.

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NEW 7-ton COMMER diesel, 13-ft. 6-in. chassis-cab.  
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NEW 7-ton COMMER TS3 drop-sider, O.S. tyres,  
5-speed box. 891-181

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- NEW BEDFORD Utilibrakes and Workobuses.  
1959, September, BEDFORD 15-cwt. van, choice of  
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1958 BEDFORD Utilibrake, £375.  
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- NEW B.M.C. 30-cwt. 690 c.c. Luton van (three  
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NEW B.M.C. 5-ton 1,600 c.c. Luton van.  
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1953 FODEN 8-wheeler drop-side light-alloy lorry.  
1952 FODEN 6-wheeler tipper.  
1955 SENTINEL 6-wheeler tipper.  
1955 DENNIS tipper.  
1957 58-60 BEDFORD 7-ton trucks.  
1959 MORRIS 7-ton long-wheelbase truck.  
1959 MORRIS 30-cwt. Luton vans, 675 c.c.  
1955 LEYLAND Comet tractor with 25-ft. long  
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AGENTS for Austin, Ford and Standard commercial  
a large selection of new and used vans always  
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- NEW AUSTIN 200 FC 2-ton chassis-cab, 10-ft. 6-in.  
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1960 May, AUSTIN 702 diesel with 7-cu.-yd. body,  
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heater and flashers, 25,000 miles, £1,275.  
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recently overhauled, £345.

**CRAWLEY 25666 (FIVE LINES).**

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- 1958 Thames Trader 6D 7-ton long-wheelbase tipper  
truck.  
1956 COMMER TS3 11-ft. 6-in. wheelbase platform  
truck.  
1956 AUSTIN 5-ton forward-control petrol lorry.  
1956 AUSTIN 3-ton SC long-wheelbase truck.  
1954 BEDFORD 5-ton diesel long-wheelbase truck  
tipper.  
1954 BEDFORD 5-ton diesel long-wheelbase truck.  
1955 AUSTIN 5-ton petrol long-wheelbase tipper.  
1952 BEDFORD 3-ton long-wheelbase tipper.  
1959 MORRIS Minor 1000 5-cwt. van.  
1959 STANDARD 6-cwt. pick-up truck.  
1958 MORRIS Minor 1000 pick-up truck.

TERMS AND EXCHANGES ARRANGED.

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1958 BEDFORD 15-cwt. boxvan, repainted.  
1955 AUSTIN 10-cwt. gown van, in excellent order.  
1955 November, FORD Thames hydraulic tipper,  
Anthony hoist, steel body, tip-top condition.  
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ing well, repainted, unladen 2 tons 18 cwt., chassis  
of two.  
1957 AUSTIN B.M.C. diesel 5-ton long-wheelbase  
boxvan.  
AUSTIN, Ford, Rootes Group.  
**AVAILABLE** for immediate delivery, Ford 15-cwt. van  
Trader 5-ton 6D 1,650-cu.-ft. Luton van, Ford 5-ton  
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**COMPREHENSIVE** stock always held. 891-522

**ELT BROS., LTD.,**

- 1948 AUSTIN 5-ton tipper in good running order.  
1955 BEDFORD A-type petrol 5-ton long-wheelbase  
lorry in very good condition, £225.  
1952 BEDFORD 30-cwt. lorry, £75.  
1948 COMMER P6 diesel 5-ton 1,000-cu.-ft. fur-  
ture van, £100.  
1955 BEDFORD SH petrol large-capacity 1,600-cu.-  
ft. all-alloy Luton van, excellent vehicle, 270  
1957 BEDFORD 7-ton U-shaped tipper, £200.  
1954 BEDFORD 7-ton R6 diesel drop-sided lorry,  
£250.  
1956 FORD Thames 4D 30-cwt. drop-side lorry, low  
mileage, very good condition, £285.

**ELT BROS., LTD.,**

BEDFORD AND VAUXHALL DEALERS.

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NEW A.E.C. Mk. II Mercury 14-ft. 6-in. wheelbase chassis and cab.  
NEW York HW2 14-ton semi-trailer, 25-ft. platform, 4-in. wooden loading board, air brakes, S.A.E.  
ALBION Clydesdale CD21XLW, 24-ft. platform with steel rack, in first-class condition.  
1959 BEDFORD 5-ton short-wheelbase tipper, wooden drop-side body, clean, very good condition.  
1959 Thames Trader 6D short-wheelbase tipper, 7-ton-yd. body, immaculate, £900.  
1959 BEDFORD S 300 diesel drop-side truck, £450.  
1957 BEDFORD S, Leyland engine, drop-side truck, clean, good mechanical condition, £575.  
1957 FORD 4D long-wheelbase platform truck, very good order, £350.  
1955 A.E.C. Mk. I Mercury, light-alloy platform body, well shod, £300.  
1955 B.M.C. 7-ton short-wheelbase Comet, forward control, light-alloy platform body, clean, very well shod, £475.  
1954 ALBION Chieftain, good runner, £175.  
1949 SCAMMELL tractor, air brakes, fifth wheel, 5LW engine, £200.

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Phone 66161.

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Phone, Brownhills 2307, 2336, 2392.  
**LEYLAND, SCAMMELL, ALBION**  
AUTHORIZED DEALERS.  
24-HOUR HEAVY-DUTY BREAKDOWN SERVICE.  
1956 LEYLAND Comet, normal control, fitted 14-ft. 6-in. coal tipping body, extension sides.  
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1956 LEYLAND Comet normal-control short-wheelbase tipper, reconditioned engine, new body and floor tipping gear.  
1955 LEYLAND Comet forward-control and normal-control coal tippers; choice of six.  
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1955 SEDDON 7-ton coal tipper, new R6 engine.  
1956 BEDFORD 7-ton tipper, steel U-shaped body, reconditioned R6 engine.  
1956 BEDFORD forward-control long-wheelbase chassis-cab, petrol.  
1952 B.M.C. 7-ton tipper.  
1950 GUY Otter 4-wheel drop-side truck, 4LK engine.  
1952 VULCAN short-wheelbase tipper, P6 engine.  
1955 LEYLAND Octopus coal tipper, air brakes.

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WATLING STREET (A5), BROWNHILLS, STAFFS.  
Phone, Brownhills 2307, 2336, 2392.  
891-483

NEW vehicles available for immediate delivery.  
1956 DODGE Model 3207 BSZ chassis-cabs.  
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1956 GUY Warrior light 6-wheeler tippers complete.  
1959 LEYLAND Comet tipper, fitted with drop-side body, 14 ft. 6 in. by 7 ft. 6 in. wide by 4 ft. 6 in. high.  
1956 DODGE 7-ton normal-control coal tipper, 1956 Leyland engine, 2-speed.  
1959 FORD Trader 6D engine platform lorry, with steel body and wood coal extension boards.  
1958 COMMERCIAL T53 7-ton platform lorry.  
1958 FORD Trader 6D engine platform lorry.  
1958 FORD 5-cwt. Thames van.  
1957, December, DODGE 5-ton petrol tipper.

**K. AND F. (COMMERCIALS), LTD.,**  
GUY, DODGE,  
COLESHILL HOUSE,  
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1954 BEDFORD 7-ton truck, Perkins R6 engine.  
1949 BEDFORD 5-ton truck.  
1955 AUSTIN A40 van, choice of two.  
1958 FORD 15-cwt. van. 891-315

1955 E.R.F. 5.4 (G), flat platform, one owner, good condition; choice of two.  
1955 BEDFORD P6 5-ton drop-sider.  
1956 DODGE P6 long-wheelbase tipper.  
1955 BEDFORD R6 long-wheelbase tipper one owner.  
1957 BEDFORD R6 7-ton flat.

**PARRS (LEICESTER), LTD.,**  
ABBAY LANE,  
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OFFER FOR SALE THE FOLLOWING USED COMMERCIAL VEHICLES ALL OF WHICH HAVE BEEN THROUGH OUR WORKSHOP, THOROUGHLY CHECKED AND SERVICED AND ARE READY FOR IMMEDIATE USE.

BEDFORD 1954 7-ton flat, 9.00 x 20 tyres, diesel engine, in good condition.  
COMMER, 1957, 12-ton tractor unit, fitted with PS3 diesel engine, fifth-wheel coupling and Hands trailer, 25 ft. long.  
FORD Thames 1956 5-ton, fitted with 4D engine, single-ram tipper and 12-ft. 6-in. fixed-side body.  
FORD Trader 1959 7-ton short-wheelbase, fitted 6D engine, standard steel body.  
FORD Trader 1958 7-ton flat, 6D engine, extended chassis and 22-ft. 6-in. flat body.  
LEYLAND Comet, 1954, forward control, fitted with 19-ft. platform body, engine recently fitted with new crankshaft.  
SENTINEL 1954 6-wheeler, fitted with twin underfloor tipping gear and 18-ft. 6-in. all-alloy body, chassis and tipping gear extensively reconditioned.  
SENTINEL 1955 6-wheeler, fitted with twin-ram fronted body tipping gear, 19-ft. all-alloy body, reconditioned engine, Eaton 2-speed rear axle.  
NEW vehicles.  
FORD Trader, 7-tonners, 138- and 160-in. wheelbase chassis available for immediate delivery with tipping gears and bodies or as drop-side trucks. 891-537

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DODGE AND TROJAN DISTRIBUTORS. LARGE SELECTION OF USED VEHICLES TO SUIT ALL PURPOSES.  
1959 COMMERCIAL T53 7-ton flat, air brakes, 9.00 x 20 tyres, excellent condition.  
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1957 Rebuilt 6-wheel FODEN double-drive. 891-563

**COMMERCIAL VEHICLES (BURTON-ON-TRENT), LTD.,**  
THE MIDLANDS DISTRIBUTORS FOR BODEN SEMI-TRAILERS, THE TOP-CLASS SEMI-TRAILER FOR HIGH-SPEED HAULING.  
OFFER FROM STOCK.  
SUBJECT TO BEING UNSOLD:—  
NEW COMMERCIAL Cob van, powder blue.  
LEYLAND Comet 75 with large tipping body, first-class performer, engine and brakes recently overhauled.  
1959 MORRIS 1000 van, 17,000 miles, very careful user, extremely clean, £290.  
1958 October, Thames 5-cwt. van, plain fawn, very nice order, £250.  
DODGE 5-ton petrol tipper, one owner, £125.  
A ABOVE can be inspected at 141 New St., Burton-on-Trent. Phone 6681 and 3682. 891-558

1958 DODGE 6-wheel tipper, good condition.  
1955 ATKINSON 4-wheel tipper, Pilot alloy body and tipping gear.  
1954 ATKINSON 8-wheel 24-ft. platform body.  
NEW FORD 5-cwt. van, colour grey, list price.  
**SCOTTS OF NOTTINGHAM, LTD.,**  
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**OVER HALL GARAGES, LTD.,**  
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AUSTIN 5-ton platform.  
1953 BEDFORD 10-ton tractor unit, S.A.E. coupling petrol, one owner, £195.  
1953 BEDFORD 3-ton drop-side truck, diesel.  
NEW 15-cwt. BEDFORD van.  
NEW A-type BEDFORD 5-ton cab, complete with seat, special price.  
NEW 5-ton TK 151-in. wheelbase chassis and cab, diesel, immediate delivery.  
NEW 7-ton TK BEDFORD extra long chassis and cab, diesel, 2-speed axle, immediate delivery.

**OVER HALL GARAGES, LTD.,**  
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**SPURLING MOTORS CITY offer:—**  
1958 BEDFORD 300 diesel 7-ton long-wheelbase truck, £550.  
1957 BEDFORD 35-cwt. van.  
1956 Thames 4D diesel 2-ton van.  
1954 BEDFORD diesel 7-ton long-wheelbase truck, £295.  
SPURLING MOTORS CITY, 176-179 Shoreditch High St., London, E.1. Shoreditch 8433, 891-170

Used Goods Vehicles (contd.)

**TOM BYATT (STOKE), LTD.,**  
OFFER SUBJECT TO BEING UNSOLD THE FOLLOWING USED COMMERCIAL VEHICLES.  
THREE MONTHS' GENUINE WARRANTY.

1953 5-ton BEDFORD long-wheelbase tipper, P6, £453.  
1954 4-ton BEDFORD van, P6, £325.  
1954 5-ton BEDFORD short-wheelbase tipper, P6, £400.  
1956 BEDFORD 5-ton short-wheelbase tipper, P6, U body, £425.  
1957 6-ton BEDFORD short-wheelbase tipper, 300-in. reconditioned engine, £700.  
1957 6-ton BEDFORD short-wheelbase tipper, 300 in. £650.  
1958 E.R.F. twin steer, rebuilt, re-registered.  
1958 COMMERCIAL T53 long-wheelbase tipper.  
1949 BEDFORD 5-ton large-capacity van, petrol, £125.  
1955 DODGE 7-ton long-wheelbase twin-ram tipper, R6, £375.  
1958 BEDFORD 7-ton forward-control long-wheelbase diesel drop-side, fitted with 2-speed axle, 9.00 x 20 12-ply tyres, 3-piece wheels, £675.  
1958 BEDFORD 6-ton forward-control medium-wheelbase diesel tipper, single axle, 8.25 x 12-ply tyres, 3-piece wheels, £725.  
1957 BEDFORD 7-ton forward-control short-wheelbase diesel tipper, single axle, 9.00 x 20 12-ply tyres, 3-piece wheels, £600.

PHONE, CALL OR WRITE:—  
**TOM BYATT (STOKE), LTD.,**  
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Phone 48581. 891-556

**WOODYATT MOTORS, LTD.,**  
BEDFORD MAIN DEALERS.  
THE BEDFORD CENTRE,  
SOUTHEND-ON-SEA,  
Phone 43344.

1956 BEDFORD 7-ton drop-side, good condition, £350.  
1954 DODGE 7-ton platform, diesel, very good condition, £350.  
1952 BEDFORD 7-ton Luton van, petrol, finished blue, £245. 891-499

**BROADHEAD ASSOCIATES,**  
FACE OF SPADES GARAGE,  
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SEVERAL 1959-60 BEDFORD and Ford Thames tippers, dismantling for spares; Maudslay 9.6, Albion CX3, Dodge 105 and various Seddons, etc., etc.  
1952 SEDDON articulated tractor.  
1953 SEDDON flat. 891-549

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1960 VOLKSWAGEN Caravette, grey-green, 4,000 miles only, £885.  
1958 BEDFORD 10-12-cwt. van, blue, good condition, £280.  
1958 Thames 5-cwt. van, green, £245.  
1957 Thames 15-cwt. van, red, one owner, £270.  
1955 Thames 10-cwt. milk float, reconditioned, primer, £195.  
1951 BEDFORD 3-ton Luton van, petrol engine, £125.  
1951 BEDFORD 5-ton chassis-cab, petrol engine, £90.  
1950 Thames 3-ton tipper, Cost Cutter engine, £95. 891-41

**SPA GARAGE (LEEDS), LTD.,**  
ALBION AND LEYLAND,  
MEANWOOD ROAD, LEEDS, 7.  
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Evenings, phone 688516.

1958 BEDFORD-SCAMMELL tractor unit, Comet engine, 23-ft. platform semi-trailer.  
1958 BEDFORD long-wheelbase, Comet engine, 8.25 x 20 tyres, 16-ft. 6-in. drop-side body.  
1955 ALBION Chieftain, 8.25 x 20 tyres, platform body.  
1955 THORNycroft Sturdy Star, P6 engine, 8.25 x 20 tyres, alloy platform body.  
1955 BEDFORD, Balco extension, chassis and cab, petrol engine.  
1954 THORNycroft Trident, diesel engine, 9.00 x 20 tyres, 20-ft. platform body.  
1954 ALBION Victor, 8.25 x 20 tyres, 20-ft. alloy platform body.  
1954 ALBION Chieftain, 36 x 8 tyres, platform body. 891-531

**SPURLING MOTORS (CHISWICK), LTD.**  
(CHISWICK FLYOVER),  
FOR Quality Tested used vehicles.

1958 COMMERCIAL Karrier 3-ton diesel boxvan, 350 cu. ft., separate cab, very clean vehicle.  
1958 BEDFORD CA van, one owner, first-class condition, choice of several.  
1958 BEDFORD 13-cwt. Hawson van, 7,000 miles from new.

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**Used Goods Vehicles (contd.)**

**CHARLES WENSLEY AND SONS, LTD.**  
INGS ROAD,  
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**VAXHALL AND BEDFORD MAIN DEALERS.**  
AND SPECIALISTS IN REFRIGERATION  
BODYWORK. 891-557

**1958** AUSTIN Omnicoach, grey, one owner, £395.  
**1959** September, BEDFORD 15-cwt. long-wheelbase  
van, grey-maroon, 19,000 miles, £335.  
**1957** AUSTIN Omnitruck, hoops and tilt, £250.  
**1957** COMMER Cob, blue, £225.  
**1957** BEDFORD C.A.V., blue, £215.  
**1955** BEDFORD 10-12-cwt. van with windows, £200.

**H. TAYLOR AND CO. Elmbridge 0081.** 891-67  
**1959** BEDFORD Dormobile, 2-berth caravan; 1959  
Utilibrake standard and special; 1958 Utili-  
brake farmers model; 1950-55-57 Bedford vans; 1952-3-5-6  
10-cwt. Ford vans; 1952-3-ton Bedford van; 1956 6-ton  
Austin diesel truck; 1953 5-ton long-wheelbase Bedford  
tipper; 1954 Ford 4D truck. Deferred terms, exchanges,  
Real, Medland and Wills, Main dealers, Bridgewater.  
Phone 2639 891-72

**GEORGE TWYMAN offers:—**  
**1955** COMMER 7-ton diesel, 18-ft. platform, excellent  
mechanically, wood tyres, £585.  
**1950** SENTINEL 7-ton diesel, 18-ft. platform,  
replacement engine, not yet run in, excellent.  
**RECENT GARAGE, High St., Pottery Bar, Phone**  
**2139 9810.** 891-102

**VIGO MOTORS.**  
**1959** BEDFORD Utilibrake, immaculate.  
**1956** FORD 10-cwt. van.  
**1956** FORD 10-12-cwt. van.  
**1959** AUSTIN Omnivan.  
**1950** 2-ton Luton.

**VIGO MOTORS, Walmer Rd., W.10. Ladbroke 3051.** 891-136

**1960** AUSTIN Gipsy diesel pick-up, demonstrator,  
low mileage, £260.  
**AUSTIN** 3-ton 300 chassis-cab from stock, list price

**1959** AUSTIN Omnivan, resprayed, £350.  
**1958** AUSTIN 12-seater Omnicoach, £375.

**CHAMBERS ENGINEERING, Western Turville, Ayles-**  
**bury, Stoke Mandeville 2282.** 891-184  
**1958** BEDFORD Vauxhall body 8-ton  
Scammell tractor with box body van trailer.  
**1957 B.M.C. diesel Scammell tractor.**

**1955** BEDFORD 10-ton diesel Scammell  
tractor.  
**1954** SEDDON diesel, Scammell tractor.  
**1954** 2-speed axle.  
**1954** BEDFORD petrol A-model Scammell  
tractor.  
**1951** BEDFORD diesel Scammell tractor.

**1955** Perkins engine with Bedford or Fordson  
fitting, complete with gearboxes, Scammell  
trailers from £75.  
**1955** DENNIS Max steel-body twin-ram tipper.

**255** WALTON LANE, Liverpool, 4, Aintree 1873.  
**1959** FORD 15-cwt. van, excellent condition, low  
mileage, £325 o.n.o.  
**1958** TS3 low mileage, 7-ton, excellent condition.  
**1955** 8915 o.n.o.

**1956** COMMER short-wheelbase tractor unit, S.A.E.  
coupling, £575.  
**1954** E. COMMER 3-4-ton truck, excellent condition.  
**1954** £250 o.n.o.

**HIRE-PURCHASE, part-exchanges.**  
**1958** CONTAY MOTOR WORKS, LTD., 164 Southwark  
Bridge Rd., S.E.1, Waterloo 6162-3. 891-193  
**1958** COMMER 7-ton drop-side diesel.

**1958** BEDFORD caravan.  
**1954** E.R.F., 6.8, long wheelbase, 6LW engine.

**1957** AUSTIN drop-side truck, 5-ton, forward-control,  
petrol, repainted green.  
**1956** AUSTIN 5-ton forward-control drop-side truck.

**1960** BEDFORD 10-12-cwt. van.  
**1955** DODGE 5-ton long-wheelbase platform, alloy  
body.  
**1948** E.R.F., 6-ton 5-speed gearbox, reconditioned  
pump, relined brakes, platform.

**BARRETT'S, of Canterbury, 28-30 St. Peter's St., Canter-**  
**bury, 6161 (10 lines).** 891-180  
**1959** Thames Trader 7-ton 8-yd. Anthony drop-side.

**1959** BEDFORD Workabus, 2-tone blue, low  
mileage.  
**1955** 5-ton DODGE diesel P6 drop-side truck.

**LARGE range of BEDFORD TKs ex stock.**  
**NORMAND LTD., 483-491 Northolt Rd., South**  
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**1959** (Late) BEDFORD 7-ton diesel (S type) long-  
wheelbase truck, excellent condition, £775.  
**1954** December, COMMER 5-ton (diesel) long-  
wheelbase drop-side truck, £180.  
**1955** FORD 4D long-wheelbase tipper, 12-ft. body,  
£300.

**1957** October, FORD Trader 5-ton 4-cylinder 16-ft.  
drop-side diesel, £425.  
**ERRINGTONS, Evington, Leicester.** Phone 38102-3. 891-133

**TWO** 8-wheel, three 4-wheel tippers and  
hydraulically operated loading shovel for immediate  
sale. Phone, Formby 240. 891-x1086

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**DICKINSON AND ADAMS, LUTON, LTD., Leagrave**  
**Rd., Luton, Beds, offer:—**  
**5-TON FORDSON 4D diesel platform truck, July, 1956,**  
**heater-demister, good tyre equipment, £335.**

**30-CWT. MORRIS LD2 van, July, 1958, heater,**  
**demister, passenger seats, half partition, new engine,**  
**resprayed Oxford blue, unwritten, £380.**

**10-12-CWT. BEDFORD CA van, February, 1958, flash-**  
**ing indicators, 32,000 miles, blue, unwritten, £240.**  
**MORRIS J2 Minibus, July, 1959, Yukon grey, £495.**

**5-TON MORRIS tipper, petrol engine, unregistered, as**  
**new, £840.**  
**BEDFORD CA van, 1957, £150.**

**DICKINSON AND ADAMS, Luton 51221.** 891-324

**5-30** Cwt., various commercial vehicles, prices from  
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**25** New and unregistered vehicles to choose from.

**ALBION, BEDFORD, LEYLAND.**

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**THE** new Boys third axle is available for all

Ask your agent or apply to Henry Boys and

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**TRY** Herwin's—

**NEW** ALBION CD21 XLW Clydesdale long-wheel-

base chassis and cab for early delivery.

**NEW** Thames 15-cwt. van.

**NEW** MORRIS 1-ton van.

**NEW** Thames 5-cwt. van.

**HERWIN CANNY AND CO., LTD.**, Woolwich

(eight lines); after 7 p.m., Longfield 2524. 891-410

## PASSENGER VEHICLES FOR SALE AND WANTED

### USED PASSENGER VEHICLES

#### A.E.C.

**1948** A.E.C. Mark III 9.6-litre all-metal Weymann high-build double-deckers, certified 1963, choice of nine, £395 each. Charles Copcock, Ltd., The Garage, Elm Grove, Cross St., Sale, Cheshire. Sale 5633. 891-56

**WE** offer a fine selection of the A.E.C. luxury coaches, including: 1956 A.E.C. Reliance Riviera 41-seater, carefully used, a most impressive and luxurious coach; 1954 and 1956 A.E.C. Reliance Duke Britannia, cream and red, red moquette, used only on low-mileage seasonal trips; 1952 A.E.C. Mk. IV Burlingham Scalliff 41-seater luxury coach, exceptional coach in maroon and cream, red moquette, must be one of the best Mk. IVs available. 891-112

#### LANSLOWNE,

LIVINGSTONE ROAD,

STRATFORD,

LONDON, E.15.

Leytonstone 4355 and 2384.

**1948** 9 A.E.C. Mk. III double-decker buses, 59-seaters, 9.6-litre diesel engines, air brakes, no tax, T.E. certificate of fitness from £275.

**1950** A.E.C. Mk. III full-front 33-seater Duple coach, 9.6-litre diesel engine, air brake, certificate of fitness 1964, £530.

**NUMEROUS** selection of double-decker buses, luxury coaches and commercial vehicles in stock at exceptionally low prices. Write now for our surplus vehicle list to 302 High Rd., Leytonstone, E.11. 891-380

**1950** A.E.C. 9.6 33-seater Duple luxury coach, £250.

**1951** A.E.C. 7.7 39-seater all-metal body service bus, full front, front entrance, £350.

**1951** A.E.C. IV 39-seater luxury coach Yeates, £1,000.

**LONG BUCKBY MOTORS.** Phone, Long Buckby 329.

**56** SEATER A.E.C. all-metal-bodied double-decker, A. Springall, Ltd., Plumstead Common, S.E.18. Wool-

wich 5313. 891-496

**A.E.C.** Single-decker bus, diesel, certificate of fitness, £260. 93 Woodhouse Rd., Sheffield. Phone

19139 or 37529. 891-566

**1947** Mark II 35-seater service buses, certificate of fitness March 1963, £275. Formica panels, low

Mellers, Goxhill, Barrow-on-Humber, Lincs. Phone 238

892-9622

#### ALBION

**1950** Valiant diesel 33-seater Burlingham, licensed December, 1961, certificate of fitness to May, 1964, fitted heaters, excellent contract or excursion coach, in daily use but forced to replace with larger coach, quick clearance gift, price £350. Thomas' Coaches, Calne, Wilts. Phone 3411. 891-237

#### AUSTIN

**1959** AUSTIN 12-seater P.S.V. light buses, certificate of fitness 1960, one owner, very well maintained, cream-maroon, good tyres, choice of four, £500 each.

**ANCHOR MOTORS.** Chester 22622. 891-60

#### BEDFORD

**1959** BEDFORD 11-seater P.S.V. Utilabus, one owner, red-velvet, red interior, well cared for, nice condition, price £565.

**VINCENT GREENHOUS (HEREFORD), LTD.**, Lyde

Motor Works, Hereford. Phone 2347. 891-62

**BEDFORD** 1957 Duple 33 Vega, Formica panels, low

mileage, £900. Harling, 40 Carlisle Lane, London,

S.E.1. Waterloo 4781. 891-x1159

550

### Used Passenger Vehicles (cont.)

**W. S. YEATES, LTD.**, Loughborough, phone 4321. Stock of selected, quality tested BEDFORD luxury coaches includes: 1958 and 1959 Bedford SB1 (diesel) coaches with Europa super luxury 41-seater bodies, carefully checked and repaired, in a variety of colours and moquette trims; also 1956, 1957, 1958 and 1960 Bedford SB3 (petrol) coaches with Yeates Europa, Duple and Plaxton 41-seater full luxury bodies. Our quality tested Bedford are definitely the finest value. We always carry a stock of every other type of Bedford luxury coach. 891-113

**1960**, July, Bedford SB1, 41-seater Duple Vega, very low mileage, radio and heaters, as new, £3,300. G. and C. Johnson (Claxby), Ltd. North Kelsey 235. Lincoln. 891-161

**A. SPRINGALL, LTD.**

**1956** BEDFORD 41-seater Duple, Formica sides,

heaters, very nice condition, certificate of fitness

1965, choice of six, 1956-57, from £1,900.

**1953** BEDFORD 37 Duple, excellent condition,

certificate of fitness 1963.

**1951** BEDFORD 33-seater Duple, quarter lights

and tubular racks, very nice condition. H.P.

part-exchange. A. Springall, Ltd., Plumstead Common

S.E.18. Woolwich 5312. 891-492

**1956** BEDFORD Duple 36-seater, certificate of fitness

1964, one operator from net £1,700. 282

King St., Hammarby, W.6. Riv 731-9

**BEDFORD** Dormobile, Utilabricks, Workbuses, Omni-

coaches, 20% deposit, three years to pay. New Cross

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### Bedford Wanted

**WANTED**, 1956-1960 Bedford 41-seater, petrol or diesel, cash deal, no part-exchange. Camping's, 19 Hollingdale Terrace, Brighton 51258; after hours, Steyning 3358. 891-20

### COMMER

**W. S. YEATES, LTD.**, Loughborough (phone 4321). Quality tested COMMER coaches now available.

1958 (registered December 1958) Commer TS3 super luxury

coach, Burlingham. Show exhibited, quite unmarked and

almost unused! We doubt if there is a better TS3 avail-

able anywhere. 1957 TS3 Europa super luxury 41-seater,

very smart in red and cream, red moquette. 1955 and

1957 TS3 Plaxton 41-seater luxury coaches in red and

cream with red moquette. All Quality Tested. 891-114

**1960** COMMER Karrier fitted with Plaxton super

14-seater body, heater and low mileage, as new,

£1,900. G. and C. Johnson (Claxby), Ltd. North Kelsey

235. Lincoln. 891-162

**1950** COMMER Avenger 33-seater coach, Strachan

body, very clean, £350. Advance 5242, London.

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**1947** COMMER Superispe observation coach.

22-seater, 16-ft. wheelbase, Lockheed hydraulic

brakes, to clear, £225. Isherwoods Garages, Ltd., Monton,

Eccles, Lancs. Ecc 1883. 891-234

### LEYLAND

**W. S. YEATES, LTD.**, Loughborough (phone 4321). A

very good LEYLAND Royal Tiger, Burlingham 39-seater

luxury coach, recently resprayed cream and blue,

red moquette interior. Well above average condition.

**1955** LEYLAND Comet, 36-seater Duple Super

Vega coachwork, red interior, maroon and ivory

exterior, fitted heaters, radio, and lift-up roof

vents, etc., immaculate, certificate of fitness, 1965. H.P.

facilities. H.A. Motors, Waterbeck, Locksley, Phone 201

892-9660

**LEYLAND** low-bridge 53-seater double-decker, TD7, all

metal body, price £175. Creamline Motor Service,

Barnet, Hants. 891-416

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**Seddon Wanted**

**SEDDON** buses and coaches years 1949-52, required.

Offers to Unive Unity Parts, Ltd., 107-115 Lons Ave.

W.C.2. 891-462

### Used Passenger Vehicles (cont.)

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**HAMBLINS OF LEICESTER.**

DISTRIBUTORS OF TROJAN VEHICLES.

**TROJAN** luxury coach, 14-seater public service vehicle, seven years' certificate, Dunlopilo headlamps, fitted diesel engine giving 45 m.p.g. (GLA) (works).

**TROJAN** 13-seater rural bus, public service vehicle, seven years' certificate, £1,175 ex works.

**HAMBLINS OF LEICESTER.**

498 MELTON ROAD, LEICESTER.

Phone 61228.

### UNCLASSIFIED

**1** LEYLAND TD5 low bridge, enclosed rear platform,

each. 891-537.

**2** MAUDSLAY-A.E.C. 33-seater coaches, half cab, 1957

and 1958, both mechanically first-class, well

kept, long certificates of fitness.

**3** HARTFIELD COACHES (Gosport), Ltd., Form 11, 1957

H. Gosport, Hants. Phone 82366.

**14** SEATER COMMER coach, heater and radio, 1958

1952 Bedford 37-seater, £1,350; 1956 Bedford 41-seater,

£2,500; 1956 Commer 41-seater, Plaxton, 41-seater,

Michelin X, £2,535; 1950 Dennis 35-seater bus

full front, certificate 1964, £610. 1950 Albion full

certificate 1964, £560. Please phone H. Shaw, 400

Depping 2224. 891-406

**1953** SENTINEL, underfloor flat 6, overdrive, 19-ton

41-seater, certificate of fitness 1960.

**DECEMBER**, 1949, BEDFORD Vista 29-seater, quarter

lights, tyres almost new, in immaculate condition,

certificate of fitness 1963.

**E. MENTON**, Cranfield, Beds. Phone 265. 892-985

**1960** BEDFORD 41-seater Plaxton SB8 (Commer

engine), heater and wireless, glass quarter

quarters, wheel discs, spot lamps, £3,500.

**1959** BEDFORD 41-seater Plaxton SB8 (Commer

engine), heater and wireless, glass quarter

over, wheel discs, spot lamps, £3,100.

**1952** A.E.C. 37-seater, crash box, all-weather

double front cab, £650.

**CAMDEN COACHES**, 43 Glengall Rd., Edgware, 891-470

7210.

### ERRINGTONS OF EVINGTON, LTD.

**NEW** BEDFORD Duple Super Vega 41-seater, 1958

entrance, early delivery.

**NEW** A.E.C. Reliance Duple Britannia 41-seater, 1952

**NEW** BEDFORD SB1 Plaxton C-type 41-seater, im-

mediate delivery.

**NEW** A.E.C. Reliance, Burlingham Scalliff 70, 41-

seater, Easter delivery.

**1957** COMMER (Rootes diesel) Europa 41-seater,







### Used Passenger Vehicles (contd.)

OFFICIAL FITTING AGENT FOR TECALEMIT  
SYNDROMIC AND A.C.L. AUTOLUBRICATION.

#### S.M.T.

177-205 FINNIESTON STREET, GLASGOW, C.3.  
Phone: DOUGLAS 2940. Phone: DOUGLAS 2940.

#### NEW AND USED COACHES.

NOW IS THE TIME TO PREPARE FOR THE COMING  
SEASON AND WE INVITE YOUR INQUIRY FOR  
NEW OR USED COACH.

WE HAVE IN STOCK, NOW, A SPLENDID SELECTION  
OF OVER 40 QUALITY USED COACHES,  
EXAMPLES OF WHICH ARE AS FOLLOWS:—

1960 BEDFORD diesel duplex 41-seater full-luxury coaches,  
finished externally in black and red, with seating trimmed  
in red-patterned moquette, many extras, choice of four  
low-mileage machines.

1959 BEDFORD diesel duplex 41-seater full-luxury coaches  
with 2-speed rear axle, splendid condition, choice of  
four.

1959 BEDFORD diesel Plaxton 41-seater full-luxury coach,  
exterior two shades of green, seating trimmed in black  
contemporary patterned moquette, extras include roof  
quarter lights, public address equipment, syndromic  
lubrication fitted to chassis, absolutely tip-top machine.

1958 BEDFORD Duplex petrol 41-seater coaches, choice  
of two, low-mileage top-quality vehicles.

1959 BEDFORD Duplex and Plaxton 41-seater coaches  
with petrol engines, choice of five, very fresh coaches.

1957 BEDFORD Plaxton 38-seater full-luxury coach, certificate  
of fitness 1964, exterior in ivory with blue-grey  
metallic chrome, many extras, this is a top-quality coach,  
formerly used for high-class Continental touring.

1956 BEDFORD Plaxton 41-seater full-luxury coach,  
Ford blue and cream exterior, heaters, Formica side  
casings, roof quarter lights, and many other extras.

1955 BEDFORD Duplex and Plaxton 38- and 36-seater  
coaches, choice of four excellent machines.

1954 BEDFORD Duplex, R6 diesel engine, exterior blue  
and cream, seating blue-patterned moquette, Formica side  
casings, certificate of fitness 1964, excellent value, a  
fresh coach for this year.

1955 COMMER TS3 Duplex 41-seater full-luxury coach,  
certificate of fitness 1965, exterior red and cream, radio,  
heater and plastic headrest covers, reconditioned engine  
recently fitted, outstanding vehicle.

1960 FORD Thames diesel Duplex 41-seater full-luxury  
coaches, exterior red and cream, many extras, choice of  
two.

1951 A.E.C. Burlingham 41-seater full-luxury coach,  
exterior ivory, certificate of fitness June, 1965, very  
reasonable price.

1952 LEYLAND PSI Plaxton full-fronted 37-seater full-  
luxury coach, exterior blue, seating trimmed in blue-  
patterned moquette, first-class condition throughout.

Large selection of 33-seater coaches at very reasonable  
prices, suitable for contract work.

#### AND MANY OTHERS.

#### DEMONSTRATIONS

WITHOUT OBLIGATION—ANYWHERE.

FOR A BETTER DEAL CONSULT THE COACH  
EXPERTS.

PART-EXCHANGES WELCOMED. HIRE-PURCHASE  
FACILITIES FROM 10% DEPOSIT.

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#### BIRMINGHAM COACH SALES, L. TD.

44 INGE STREET (NEXT TO HIPPODROME),  
BIRMINGHAM, 5.

Phone: Midland 1355.

#### ORDER YOUR

#### NEW 1961 MODELS

NOW TO AVOID ANY DISAPPOINTMENT.

1960 41-seater FORD Burlingham; choice of three.

1960 BEDFORD Super Vega 41-seater, petrol, radio  
and public address system, quarter lights,  
immaculate, approximately 12,000 miles; choice of four.

1960 BEDFORD SBI 41-seater Duplex, 5-speed.

1958 COMMER TS3 41-seater Plaxton.

1958 BEDFORD Duplex 41-seater, quarter lights.

1957 COMMER TS3 41-seater Plaxton; choice of  
two.

1956 COMMER TS3, fitted with 2-speed axle,  
heaters, public address system, certificate of  
fitness 1965.

1956 BEDFORD petrol 41-seater Duplex.

1955 BEDFORD petrol 29-seater Duplex with con-  
tinentals-type seats and armrests, quarter lights  
and heaters and public address system, certificate of  
fitness 1965.

1954 BEDFORD Duplex 36-seaters, 7 ft. 6 in. wide.

1954 BEDFORD petrol, Plaxton body, 38-seater.

1951 FODEN 41-seater, Bellhouse body.

1948 A.E.C. double-decker low-bridge, 53-seater,  
Weymann body.

WE SPECIALIZE IN PART-EXCHANGE WITH THE  
EASIEST OF HIRE-PURCHASE TERMS.

#### BIRMINGHAM COACH SALES, L. TD.

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AFTER HOURS, WOLVERHAMPTON 36833.  
BUSINESS ON SUNDAYS BY APPOINTMENT.

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### Used Passenger Vehicles (contd.)

#### DON EVERALL (COMMERCIAL VEHICLES).

L. TD.

34 CLEVELAND ROAD,  
WOLVERHAMPTON.

#### PASSENGER TRANSPORT SPECIALISTS.

NEW BEDFORD S88 (Leyland Comet engine), 41-seater  
Duple coaches, five only.

NEW BEDFORD SBI, diesel, 41-seater Duple, Plaxton  
or Burlingham coaches.

NEW FORD Trader, 41-seater Duple, Plaxton or  
Burlingham coaches.

NEW COMMER Avenger 41-seater Duple coach, one  
only.

ALL available with early delivery and finished to your  
instructions.

1960 FORD Trader diesel 41-seater Burlingham  
coaches, choice of three, £3,450.

1959 COMMER Avenger 41-seater Duple coaches,  
choice of air, cream and green exterior,  
Michelin X tyres, air brakes, heaters, etc., £3,450.

1958 LEYLAND Tiger Cub, 41-seater, front entrance,  
Burlingham coach, 5-speed gearbox, high ratio  
axle, certified 1965, £3,500.

1956 57-58 COMMER Avenger 41-seater Duple  
coaches, ex our own fleet, choice of 10,  
immediate delivery, £2,450-£3,000.

1956 BEDFORD petrol 41-seater Burlingham coach,  
heaters, etc., £2,150.

1955 BEDFORD petrol 36-seater Burlingham coach,  
recertified 1965, very clean, £1,900.

1954 BEDFORD petrol 32-seater Burlingham Seagull  
coach, armchair reclining seats, glass roof  
quarters, £1,800.

1953 BEDFORD petrol 35-seater (and courier) Duple  
coaches, choice of two, glass roof quarters,  
heaters, etc., £1,450.

1952 LEYLAND Royal Tiger 41-seater Yeates coach,  
air brakes, heaters, etc., £1,800.

1952 A.E.C. Mk. 4 41-seater Yeates luxury coach,  
certificate of fitness 1962, heater, etc., £1,700.

1951 FODEN, 6LW rear engine, 41-seater Bellhouse-  
Hawell coach, certified 1961, £1,850.

1951 LEYLAND Royal Tiger 41-seater Metalcraft  
coach, certified 1961, £1,300.

1951 LEYLAND Royal Tiger 39-seater Beccles  
coach, being recertified, £1,200.

1951 BEDFORD, petrol, 33-seater Thurgood coach,  
£700.

1952 DAIMLER Freeline 43-seater Metalcraft coach,  
certified 1962, £1,400.

1950 LEYLAND Comet 37-seater Plaxton coach,  
£700.

1948 49-50 COMMER Avengers, A.E.C. Daimler,  
Leyland, etc., 33-35-seater coaches in stock,  
prices £200-£500.

#### 50

DIESEL 33-SEATER HALF-CAB AND 29-SEATER  
PETROL COACHES AT £150-£500, OR AVAILABLE

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FOR SHORT OR LONG PERIODS.

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NIGHTS AND WEEK-ENDS, 32347 AND 22293.

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200

#### BUSES AND COACHES

ACTUALLY IN STOCK READY FOR IMMEDIATE  
SERVICE.

1956 BEDFORD Plaxton 41-seater super luxury  
coach; this machine is definitely unmarked and  
in new condition throughout and cannot be repeated,  
£2,250.

1953 A.E.C. Mark IV underfloor engine 39- and 36-  
seater full luxury coaches, all in excellent  
condition and ready for immediate service, £1,150 each.

1948 LEYLAND high-bridge double-deckers, all fitted  
with 0000 engines, in first-class condition  
throughout, with good batteries, certified 1962, £395 each.

1948 A.E.C. 34-seater service buses, front-entrance  
Willowbrook bodies, powered by A.E.C. 7.7  
diesel engines, all in unmarked condition, £325 each.

1948 LEYLAND PSI 34-seater service  
buses, front entrance, powered by Leyland PSI  
diesel engines, £275 each.

1947 A.E.C. high-bridge double-deckers,  
with A.E.C. 7.7 diesel engines, an exceptionally  
clean fleet and excellently maintained, £325.

1948 A.E.C. 9.6 diesel engine, a very fine machine  
ready for immediate work, £325.

1949 BRISTOL 32-seater coaches, powered by  
buses, £325 each.

LEYLAND high- and low-bridge double-deckers, 1949  
L and 1950 bodies, excellent and very clean throughout,  
£225 each.

ALL the above vehicles carry our three months'  
A guarantee and are fitted with good serviceable or  
new batteries.

#### FRANK COWLEY.

3 BLACKFRIARS ROAD,  
SALFORD, 3.

Phone, Manchester Blackfriars 7577 and Blackfriars 1048.

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#### ARLINGTON MOTOR CO. L. TD.

NEWPORT ROAD,  
CARDIFF.

Phone, Cardiff 28734.

A Number of 35-seater LEYLAND PSI buses with  
rear entrances, a number with current certificates of  
fitness to 1962.

SEVERAL 1949 A.E.C. Willowbrook 35-seater service  
buses, certificates of fitness to 1962.

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### Used Passenger Vehicles (contd.)

#### CHARLES COPPOCK, L. TD.

SERVICE BUSES.

THE GARAGE,  
ELM GROVE, CROSS STREET, SALE, CHESH.

#### 1948 A.E.C.

MARK III 9.6-LITRE

ALL-METAL

#### WEYMANN HIGHBRIDGE

DOUBLE-DECKERS,

CERTIFIED 1963,

CHOICE OF NINE,

£395 EACH.

1948 LEYLAND PSI, 7.4-litre oil engine, 34 seats in blue moquette and leather  
entrance, coachwork by Northern Coachbuilders, choice  
of four, price £325 each.

1951 FODEN, rear-engine, 2-stroke, 30-ft. by 8-ft.  
wide coachwork by Whitson, 39 luxury  
exterior colours red and cream, certificate of  
fitness expires May, 1962, £450.

1943 GUY Arab, 6LW Gardner oil engine, 34 seats in  
fitness April, 1963, choice of four, price £350.

1947 LEYLAND PSI, 7.4-litre oil engine, 34 seats in  
Coachworks, bus-type bodies, seating 34,  
entrance, require recertifying, choice of four, from £300.

#### PHONE, SALE 5633.

GRAMS, "BUSUNITS."

#### L. S. GLEAVE, L. TD.

FOURWAYS GARAGE,

ARCLID, NEAR SANDBACH, CHESHIRE.

Smallwood 225, 226.

NEW 1961 Burlingham 41-seaters.

NEW 1961 Plaxton 41-seaters.

NEW 1961 Duple 41-seaters.

FINISHED TO YOUR OWN SPECIFICATIONS.

1960 Model BEDFORD 41-seater Duple, radio  
heater.

1959 Thames Plaxton 41-seater.

1959 BEDFORD Plaxton, quarter lights and many  
extras.

1959 BEDFORD Duple 41-seater; choice of two.

1959 BEDFORD Yeates 41-seater, choice of two.

1958 BEDFORD Plaxton; choice of two.

1958 BEDFORD Plaxton, quarter lights and many  
extras.

1958 BEDFORD Duple 41-seater.

1958 BEDFORD Duple 37-seater.

1958 BEDFORD, Leyland Comet engine, 41-seater  
Duple.

1957 COMMER Plaxton 41-seater, armrests and  
many extras.

1956 COMMER Plaxton 41-seater.

1956 BEDFORD Plaxton 37-seater.

1955 COMMER Plaxton 41-seater, armrests and  
many extras.

1955 BEDFORD Burlingham 35-seater.

1954 LEYLAND Tiger Cub with 41-seater.

1954 BEDFORD Plaxton 38-seater; choice of two.

1953 BEDFORD Plaxton 35-seater.

1953 BEDFORD Duple 37-seater.

1952 BEDFORD Plaxton 33-seater.

1951 52 BEDFORD Duple 33-seater; choice of two.

WE ARE NOW TAKING ORDERS AND FINISHING

INSTRUCTIONS FOR

EARLY DELIVERY.

VARIOUS petrol and diesel coaches available for sale  
or contract, some with good certificates of fitness  
cheap to clear.

#### L. S. GLEAVE, L. TD.

FOURWAYS GARAGE,

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Smallwood 225, 226.

AFTER 8 P.M., PHONE, SANDBACH 881 OR  
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LODGE GARAGE, WHITEHALL ROAD,

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OVER 100 NEW AND SECOND-HAND LUXURY

COACHES AT GREATLY REDUCED PRICES.

LARGEST STOCKS IN THE NORTH.

NIGHT PHONE: CLECKHEATON 2461-2.

MIRFIELD 2370.

WALES: R. COWDELL, NEWPORT 5966.

891-3



**Used Passenger Vehicles (contd.)**

**KINGSLAND AND SONS (CAMBERWELL), L. TD.**

- 1952** CROSSLEY 37-seater, Strachan body, certificate of fitness 1962, 1600 o.n.o.  
**1952** 38-seater BEDFORD, body by Gurney Nutting, certificate of fitness 1962.  
**1951** LEYLAND PS2 37-seater, Strachan body.  
**GUY** 35-seater, full-front body by Plaxton.

**41-SEATER** Thames, body by Plaxton, available for immediate delivery.

**346 BROMLEY ROAD,**

CATFORD, S.E.6.  
Hither Green 4881.

891-334

**TAYLORS (F.S.V.), L. TD.**

WORCESTER STREET,

GLOUCESTER.

Phone, Gloucester 22228.

**FOR IMMEDIATE DELIVERY.**

- 1961** Plaxton Embassy, finished cream and red.  
**1961** Duple Yeoman, in primer.  
**1961** Burlingham Seagull.

WE STILL HAVE A FEW BODIES AVAILABLE FOR MARCH AND MAY DELIVERY, ORDER NOW AND AVOID DISAPPOINTMENT.

- 1960** Thames Plaxton, black-cream, all hide upholstery, small mileage.  
**1960** Thames Burlingham Seagull, radio, heater, discs, all cream exterior with red upholstery.  
**1959** Thames Burlingham, maroon-red, radio, heater, small mileage.  
**1958** BEDFORD Duple 41-seater, radio, heater.  
**1957** BEDFORD Duple 41-seater, very clean, radio, heater.  
**1960** BEDFORD Super Vega 41-seater, only done 7,600 miles, radio, speech amplification, heater.  
**1955** BEDFORD Duple, radio, heater, very clean, certificate of fitness 1965. 891-509

**BIRD'S COMMERCIAL MOTORS, L. TD.,**

BIRMINGHAM ROAD,

STRATFORD-ON-AVON.

Phone 3222-3-4 and 2136. Grams, "Quicksale."

**USED PASSENGER VEHICLES.**

- ONE** A.E.C. Regent Mk. III, fluid flywheel, registered 1948, first-class condition.  
**QUANTITY** PDIs, low-bridge type, crash gearboxes, current certificates of fitness, year registration 1948 and 1950, first-class condition.  
**SEVERAL** RT2s, ex-London, fitted 9.6 engines, full air brakes, very good condition.  
**40** DAIMLER CG5s, fitted 5-cylinder Gardner engines, some fully reconditioned with current certificates of fitness.  
**SIX** DAIMLER single-deck buses, year of registration 1948 and 1950, fitted 6-cylinder Gardner engines, Willowbrook bodies, excellent condition.  
**ONE** LEYLAND Olympic bus, automatic 2-pedal control, underfloor Leyland 600 engine, genuine 7,000 miles only, electric automatic doors, 18 seats front, magnificent office rear, complete with cocktail cabinet and wash basin, as new condition.  
**FURTHER** particulars and prices on application. 891-450

**PERCY D. SLEEMAN, L. TD.,**

LONDON COMMERCIAL DEALERS.

- COMMER** TS3 41-seater Duple, finished to instructions, early delivery.  
**A.E.C.** Reliance 41-seater Duple, finished to instructions, early delivery.  
**COMMER** 12-seater P.S.V., three to four weeks delivery.

**1960** FORD Thames Burlingham 41-seater, red interior, painted blue and cream, small mileage.  
**1956** COMMER Beadle 41-seater, red upholstery, central entrance, good tyres, very clean, certificate of fitness 1961.

**1951** A.E.C. Mk. IV, 41-seater Burlingham Seagull body, heaters, red interior, also 39-seaters, blue interior, certificate of fitness 1961.

**1949** A.E.C. 9.6, 33-seater Plaxton body.

**1948** LEYLAND PSI 33-seater coach bodies, two heaters, certificate of fitness 1963, choice of several.

**ALSO** a number of BEDFORD Vistas suitable for travelling shops.

**38 UXBRIDGE ROAD,**

EALING, W.5.

**PHONE, EALING 7987.**

After hours, Iver 561 or Beaconsfield 1081.

891-310

**SILVER WINGS COACHES**, Westland Garage, Bretall Lane, Stourbridge, Phone 3047.

**1959** FORD Thames diesel, 41-seater Burlingham body, red and cream, red interior heater, taxed, low mileage, in very nice condition, £3,350. 891-439

**Used Passenger Vehicles (contd.)**

**LANCASHIRE MOTOR TRADERS, L. TD.,**

OLYMPIA GARAGE,

LIVERPOOL STREET, SALFORD, 5.

Phone, Pendleton 5201.

EVENINGS, OLDHAM MAIN 2461.

**SECOND-HAND COACHES**

**NOW IN STOCK.**

**NEW 1961 BEDFORD SBI** diesel Duple Super Vega, finished to your own specifications, 14 days' delivery.

**1960** Thames Trader 41-seater Duple Super Vega, red interior, grey-red exterior, fitted heater, wheel discs, etc., mileage 19,000, as new.

**1958** BEDFORD petrol 41-seater Duple Super Vega, blue interior, cream exterior, nominal mileage, choice of five.

**1959** BEDFORD petrol 41-seater Duple Super Vega, red interior, grey and red exterior, used on private hire only.

**1960** BEDFORD petrol 51-seater, Plaxton coachwork, fitted glass quarters, heaters, radio, red interior, blue and grey exterior, certificate of fitness 1967, immaculate.

**1956** COMMER Plaxton 41-seater, fitted diesel, heaters, radio, Eaton 2-speed axle, just been recertified for five years, blue interior, blue and grey exterior.

**1955** A.E.C. Reliance 41-seater Burlingham, red interior, fitted radio and heater and Formica casing, cream and green exterior, excellent tyre equipment, certificate of fitness 1965.

**1950** COMMER Avenger 33-seater, Plaxton coachwork, in very good order, autumn tint interior, cream and black exterior, certificate of fitness 1963. 891-543

**COACHES AND COMPONENTS, L. TD.,**

469-475 HOLLOWAY ROAD, LONDON, N.7.

Archway 2647 (five lines).

**NEW 1961 BEDFORD** diesel 41-seater Super Vega, fitted with 5-speed box, red moquette, in primer, immediate delivery.

**1959** BEDFORD petrol 41-seater Super Vega, exterior grey-red, certificate of fitness 1961.

**1958** BEDFORD diesel 41-seater Super Vega, exterior ivory.

**1955** BEDFORD petrol 38-seater Super Vega, exterior blue-cream, certificate of fitness 1964.

**1954** BEDFORD petrol 38-seater Super Vega, exterior ivory-maroon, certificate of fitness 1965.

**1954** BEDFORD petrol 38-seater Super Vega, exterior cream-red, certificate of fitness 1964.

**1953** BEDFORD petrol 36-seater Super Vega, exterior cream-red, certificate of fitness new.

**1952** BEDFORD petrol 35-seater Duple, exterior blue-cream, certificate of fitness 1962.

**1951** FODEN 6LW 37-seater Metalcraft body, exterior grey-green, certificate of fitness 1961.

**1951** MAUDSLAY, A.E.C. oil engine, 33-seater Bellhouse-Hartwell, new certificate.

**1948** DENNIS 33-seater Churchill body, exterior cream-blue, certificate of fitness 1963.

**1947** DENNIS 35-seater, exterior blue-cream, certificate of fitness 1962.

**EXPORT** inquiries invited. 891-586

**V. COLEMAN,**

166 MAIN ROAD,

SUNDRIDGE, KENT.

Brasted 291.

**1959** BEDFORD 41-seater Plaxton, diesel, approximately 30,000 miles, one owner, 100% all-round condition.

**1953** BEDFORD 38-seater, including courier seat, lift-up roof vents and quarter lights, excellent condition, certificate of fitness 1963.

**1953** BEDFORD 36-seater Yeates, completely reconditioned, really beautiful coach, certificate of fitness 1963.

**1950** A.E.C. 7.7 Harrington, excellent condition, certificate of fitness 1960.

**1948** BEDFORD 29-seater, Vista, nice condition, choice of two, certificate of fitness 1962.

**1949** October, COMMER Avenger, 33-seater Thurgood, in primer, repaired for certificate of fitness, excellent mechanical condition, £125, o.n.o.

**1948** COMMER Q4 29-seater Plaxton, very nice machine, £150.

**1948** BEDFORD Mark IV, one owner, accept £50 for quick sale.

**ONE 1959 LEYLAND** Tiger Cub, 41-seater Duple, Donnington, first registered 2.1.59, front-door entrance, mileage 18,000, certificate of fitness expires June, 1966.

**ONE 1959 BEDFORD** 41-seater Duple, Leyland diesel engine, first registered 1.1.59, mileage 40,000, certificate of fitness expires June, 1966.

**ONE 1956 LEYLAND** Tiger Cub, 41-seater Duple body, centre entrance, first registered June, 1957, approximate mileage 60,000, certificate of fitness expires June, 1961.

**ONE 1959 A.E.C.** Reliance 43-seater Duple Britannia, front-door entrance, first registered June, 1959, mileage 40,000, certificate of fitness expires June, 1966, bargain prices for all above machines. Apply Murhall Garage, Salsburgh, by Motherwell. Phone, Salsburgh 207. 894-9611

**Used Passenger Vehicles (contd.)**

**PEARL GARAGE, LTD.**

**DENNIS** Lancel III, 35-seater Duple body, certificate of fitness to 1962; choice of two. £325.

**A.E.C.** 9.6 33-seater, full-fronted, 1960, certificate of fitness to 1963, £550.

**ALL** ready for immediate service.

**37 SOUTH EALING RD.,** London, W.5. Ealing 6550.

**1957** BEDFORD Duple 41-seater, in excellent condition, £2,350.

**1956** BEDFORD Duple 41-seater, certificate of fitness 1966, £2,150.

**1950** LEYLAND PSI Burlingham full-front bus, 4550.

**1950** BEDFORD 29-seater Duple Vista, 4550, certificate of fitness three years.

**1950** COMMER 33-seater Strachan full-front bus, 7 ft. 6 in., high-back seats, £475.

**1950** CONWAY HUNT, LTD., Brox Rd., Otterham, W.5. Otterham 461, day and night.

**Unclassified Wanted**

**WANTED.** single- or double-deckers for domestic use. Spot cash. Send details. Breaker, 22 Holloway, Blackpool.

**WANTED.** a number modern 38-41-seater buses, Bedford or similar.

**WILDE AND BENNETT, LTD.,** Hadfield, Man. Phone, Glossop 2902-3. After hours 2356.

**NEW PASSENGER VEHICLES**

**BEDFORD**

**COACHES AND COMPONENTS, L. TD.,**

469-475 HOLLOWAY ROAD, LONDON, N.7.

Phone, Archway 2647 (five lines).

**ARE** now taking orders for 1961 BEDFORD 41-seater capacity luxury coaches, fitted with diesel engines.

**PART-EXCHANGES** and H.P. terms arranged to suit satisfaction.

**VINCENT GREENHOUSE (HEREFORD), L. TD.,**

LYDE MOTOR WORKS,

HEREFORD.

Phone 2347.

**OFFER** delivery from stock of new BEDFORD 41-seater, red interior, heater, radio, and 39-seater, red interior, heater, radio, and 35-seater, red interior, heater, radio, and 33-seater, red interior, heater, radio, and 31-seater, red interior, heater, radio, and 29-seater, red interior, heater, radio, and 27-seater, red interior, heater, radio, and 25-seater, red interior, heater, radio, and 23-seater, red interior, heater, radio, and 21-seater, red interior, heater, radio, and 19-seater, red interior, heater, radio, and 17-seater, red interior, heater, radio, and 15-seater, red interior, heater, radio, and 13-seater, red interior, heater, radio, and 11-seater, red interior, heater, radio, and 9-seater, red interior, heater, radio, and 7-seater, red interior, heater, radio, and 5-seater, red interior, heater, radio, and 3-seater, red interior, heater, radio, and 1-seater, red interior, heater, radio, and 0-seater, red interior, heater, radio, and -1-seater, red interior, heater, 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**Miscellaneous Vehicles (contd.)**

**1953** BEDFORD-SCAMMELL with 2,000-gal. 4-compartment trailers with pump; choice of three 2,000-gal. 4-compartment spirit SCAMMELL trailers.  
**OVER** 30 Bedford, Austins and Fords, 800-gal. 1,000-gal. tankers in stock, suitable for spirit, paraffin or whey, with or without pumps.  
**H. F. A. DOOLAN, LTD.**, 215 North Rd., Southend-on-Sea. Phone 3362. 891-508

**Tank Wagons Wanted**

**WANTED**, ex-W.D. A.E.C. 6 x 6 2,500-gal. diesel-engined tankers, complete with pump; choice of three. Box CM9014, care of "The Commercial Motor". 892-9618

**TIPPING LORRIES**

**AUSTIN** 6 x 4 tipper, new batteries, spare wheel, £260. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. 891-100

**DECEMBER**, 1959, Trader 7-ton Edbro drop-sided tipper, 9.00 x 20 tyres, heater and flashers, one owner, any expert examination, £900. Cost £1,500 new. 891-100

**JANUARY**, 1960, Trader 7-ton Anthony fixed-side tipper, on 9.00 x 20 tyres, heater and flashers, cost £1,450, accept £915. Any trial. 891-9583

**BARTON TOWNLEY, LTD.**, Ford Depot, 88 King St., Lancaster. 891-9583

**HENSMANS**, Brentwood 5252:—  
**NEW** Trader 7-ton 6D Edbro 6-cu.-yd. fixed-side tipper.

**NEW** Trader 7-ton 108-in.-wheelbase 6D tipper chassis and cab, with 7 cu. yd. aluminium body. 891-939

**ATKINSON** and E.R.F. short-wheelbase tippers. Details from Box CM9110, care of "The Commercial Motor". 892-9603

**1955** B.M.C. diesel 5-tyr. tipper, short wheelbase. Gre 4881. 891-158

**DODGE** tipper, 1959, Model 3145 BR. Pilot body and tipping gear, Type QV3 Eaton axle, Type 16500, complete with power-assisted steering, perfect condition, £1,400, or H.P. can be arranged.

**WESTBURY QUARRIES, LTD.**, Westbury-Sub-Mendip, Nr. Wells, Somerset. Phone 3527. 891-164

**FODEN** 12-ton bulk tipper, new tipping gear and body, £1,000.

**ATKINSON** 12-ton bulk tipper, new tipping gear and body, £800.

**FOSHETTS GARAGE**, Watford 36528, evenings 31863. 891-164

**1948** Hippo tipper, 13-cu.-yd. steel body, £450. City Motors, Botley Rd., Oxford. Phone 891-178

**NEW** GUY Warrior light 8-wheeler, 17-ft. 9-in. wheelbase, 24-cu.-yd. tipper, particularly suitable for coal and coke haulage, immediate delivery in primer, price £4,750.

**NEW** GUY Warrior 4-wheeler, 15-ft. 9-in. wheelbase, A.E.C. engine, chassis-cab, immediate delivery, two available, list price.

**MAYNARD (ELSTEAD), LTD.**, Elstead, Surrey. Phone, Elstead 2147-8. 891-172

**AUSTIN** second-hand 5-ton tipper lorries for sale, all A 1959 or 1960, free maintenance in good condition. Apply Wolverhampton Plant Hire, Ltd., 537 Stafford Rd., Fordhouses, Wolverhampton. Phone, Fordhouses 3091-2-3. 891-144

**DENNIS** 6-ton tipper, diesel, Max O type (1944 model), registered 1959, ex W.D., 5-speed box, 14-ft. 6-in. wheelbase, new wrap-round vision cab, L202 underslung twin-ramp tipping gear, 9.00 x 20 tyres, twin rear, £775. Isherwoods Garages, Ltd., Buxton Rd., Stockport. Sto 5285. 891-230

**TWO** 1954 7-ton R6 short-wheelbase Bedford tippers, very good condition, £375 each or near offer. Automotive Services, Ltd., 50a Overdale Rd., Ealing, W.5. Eal 3652. 891-291

**1955** ATKINSON 8-wheeler with 22-yd. alloy bulk tipping body, air brakes, 6LW engine, in very good order, choice of two, £1,600. 891-291

**1959** LEYLAND Comet forward-control tipper with 8-yd. body, in excellent order, £1,100.

**1960** SEPTEMBER, 1959, COMMER TS1 10-yd. tipper, as new, negligible mileage, £1,200.

**1960** BEDFORD 7-ton normal-control 10-yd. tipper, as new, negligible mileage, £900.

**ALSO** many other good tippers in stock.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 174. 891-295

**FORD** Trader 1959 7-ton short-wheelbase tipper, steel drop-side body, 9.00-20 tyre equipment, new engine, gearbox, perfect condition, £670. Box CM9114, "The Commercial Motor". 891-296

**1957** 7-ton DODGE diesel tipper, very good condition, £700.

**COUNTY CAK SERVICE STATION, LTD.**, London Rd., Crawley, Sussex. Crawley 24573-6-7. 891-589

**DODGE** 3144AZ 12-ton tractor unit and 20-ft. treble 4-ft. drop-sided tipping trailer, steel floor, separate hydraulic tipping unit on trailer, S.A.E. fifth wheel, now offered owing to cancellation of order.

**THE RELIANCE GARAGE (NORWICH), LTD.**, Heigham St., Norwich. Phone 28911-5. 891-574

**DODGE** 1956 6-wheeled tipper, Boys axle, bulk coal body, R6 engine, Eaton 2-speed axle, twin-ramp Edbro gear, in good order.

**FORD** Trader 1959 7-ton short-wheelbase tippers, choice of two steel bodies, in good order, £750 each.

**COMMER** 1956 4-wheeler tipper (Unipower), 18-ft. wooden body with side extensions, HLNS twin-ramp gear, 5-speed box, air brakes, low mileage, in first-class order.

**GRANTHAM COMMERCIALS**, 97 Barrowby Rd., Grantham 14. 891-516

**NEW** DODGE Model 244BR 7-cu.-yd. steel-body tipper, 18500 Eaton 2-speed axle, air brakes.

**NEW** DODGE Model 3123AP 6-cu.-yd. wood-body tipper.

**NEW** TROJAN 25-cwt. drop-side truck, tipping gear optional.

**NEW** DODGE chassis-cabs, suitable for 4- or 6-wheel coal tippers, always in stock.

**1951** 53 FODEN 6-wheel 10-cu.-yd. alloy-body tippers, Edbro twin-ramp underfloor gear.

**1951** LEYLAND Comet 90, steel body, twin-ramp underfloor gear, reconditioned engine.

**1955** DODGE Model 103BPF short-wheelbase 8-cu.-yd. tipper, Telchest gear.

**1956** BEDFORD petrol 6-wheel coal tipper.

**TWO** GATES GARAGE, LTD., Oxford Rd., Ryton-on-Dunsmore. Phone, Toll Bar 3361. 891-378

**1952** FORD P6 tipper, very good condition, 5-yd. steel body, shield over cab, H.P. arranged to remove applicants. Phone, Bealeheath 7108. 891-305

**1950** ATKINSON 8-wheel DD tipper, 6LW. Pilot tipper body, very clean, 40 x 8 tyres.

**R. JUSTICE**, Winter Close, Underwood, Notts. Phone, R. Langley Mill 3182. 891-418

**Miscellaneous Vehicles (contd.)**

**1957** COMMER TS3 short-wheelbase diesel tipper, air brakes, reconditioned engine, good 900 x 20 tyres, £750. Mann, Egerton and Co., Ltd., Church St., King Lynn 3133. 891-1087

**1956** Dodge R6 tipper, 9.00 x 20 tyres, £300. Langley & Mill Commercial Vehicles, Ltd., Langley Mill 2623 (Notts.). 891-466

**NINE** Sentinel tipping lorries, registered 1954-1957, together with approximately £5,000 spare parts. All vehicles currently operating and properly serviced and maintained by our own garage. Box CM9122, care of "The Commercial Motor". 893-9620

**ONE** Vulcan P6 tipper, in working order, make good axle vehicle, also many spares for same. Both above surplus to requirements. Box CM8718, care of "The Commercial Motor". 891-476

**A. SPRINGALL, LTD.**

**1959** Commer 6-wheel drop-side bulk tipper, air brakes, 5-speed gearbox, heater, heavy-duty chassis, new engine, etc., cost £3,250, accept £2,100 o.n.o. H.P. arranged. A. Springall, Ltd., Plumstead Common, S.E.18. Woolwich 5313. 891-494

**X 4 FORD** Thames, 1954, hydraulic tipping, very good condition, £275. Colnbrook 2741. 891-531

**TWO** 1954 7-ton R6 short-wheelbase BEDFORD tippers, very good condition, £375 each, o.n.o. Automotive Services, Ltd., 50a Overdale Rd., W.5, Ealing 3652. 891-362

**TRACTORS**

**1960** LEYLAND Comet CS3/4R tractor unit, latest axle condition, £275. 891-466

**1960** LEYLAND Comet CS3/5R tractor unit, straight line pump suitable fifth wheel or similar coupler, available immediately.

**NEW** B.M.C. diesel tractor chassis and cab, fifth wheel, 7-10 days.

**NEW** B.M.C. diesel tractor, Scammell coupler.

**NEW** BEDFORD diesel tractor, Scammell coupler.

**RYLAND GARAGE, LTD.**, Ryland St., off Broad St., Birmingham 16. Edgbaston 4501-5. 891-50

**1955**, June, COMMER Scammell tractor, £115. Phipps Garage, Pibright Rd., Southwell, Notts. S.W.18, Vandike 6188. 891-358

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**CARRIMORE**. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.

**CARRIMORE SIX-WHEELERS, LTD.**, Carrimore Works, North Finchley, N.12. Hillside 3631-2-3-4. 892-883

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**THE** best of haul investments.

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**HUNDREDS** of reconditioned trailers of all types always in stock.

**NEW** trailers, any pick-up, immediate delivery.

**YOUR** short or damaged trailer rebuilt as new.

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**OVER** 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-low-loaders, box bodies, platform pantechnicons and special types.

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**NEW** 26-ft. York articulated boxvan trailer, 3-ft. drop sides and railed side curtains. S.A.E. coupling.

**TANDEM-AXLE** Dyson bulk trailer. Three 13 ft. separate containers, discharges all types powder and feeding materials. S.A.E. coupling.

**WALKER**, East Markham, Newark. Phone, Tuxford 891-9461

**TASKERS** trailers and semi-trailers. For every type of load between 8 cwt. and 35 tons.

**SUITABLE** for most kinds of prime mover, Land Rover, vans and cars.

**FIFTH** wheel Taskers "D-S" automatic or "Mechanical Horse" couplings.

**TRAILERS** now in stock include: 10-, 12- and 14-ton frames (D-S), 14-ton step frame low loader, 10- and 12-ton drop frames, 12-ton rear-steering "PV" semi-trailer, 6-ton "Easy Load" chassis, 3- and 5-ton 4-wheelers.

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**TASKERS OF ANDOVER (1932), LTD.**, Head Office and Works, Watlington Iron Works, Andover, Hants. Phone, Andover 2312. Telex 47-539, Grams, "Taskers-Andover-Telex".

**LONDON** office: 36 Victoria St., S.W.1. Phone, Abbey 2502. Manchester Office: 26 Corporation St., Manchester, 4. Phone, Deansgate 6009. Telex: 66-249.

**4-6** Ton SCAMMELL articulated trailers, £150. 892-671

**timber** carriage, 34 by 7 twins, 30-ft. pole double bolster each end, for carrying girders, etc., offers. Butlin, The Lido, Banbury. 891-3994

**NEW** SCAMMELL trailers.

**USED** SCAMMELL 12-ton 25-ft. S.A.E., new condition, £500.

**USED** TASKER 8-ton step-frame, £275.

**USED** SCAMMELL 8-ton 20-ft. platform, £275.

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**E. J. BAKER AND CO. (DORKING), LTD.**

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**Miscellaneous Vehicles (contd.)**

**MERTON ENGINEERING Co. Ltd.**  
**OFFER:—**

**45**-TON Rogers tank transporter trailer.

**30**-TON low-loading trailer, 20-ft. well.

**25**-TON low-loading trailer, 20-ft. well.

**20**-TON low-loading trailer, 16-ft. well.

**18**-TON Freuhauf 25-ft. semi-low-loading trailer.

**5**-TON 8-wheeled machinery transporter trailer, long with ramps, loading height 2 ft. 9 in.

**10**-TON low-loading trailer, 16-ft. well, knock-out axle.

**10**-TON SCAMMELL flat platform trailer, 20-ft. Scammell coupling.

**FAGGS ROAD**, FELTHAM, MIDDLESEX, Feltham 6208.

**IMMEDIATE** delivery.

**SCAMMELL** 11-ton 25-ft. trailer; Scammell 11-ton trailer, at flat price.

**CHILTHAM CAR MART, LTD.**, Winchester. Cheltenham Phone 3081.

**SCAMMELL** 22-ft. sided trailer, 3-ft. drop side, attachment.

**USED** UNITS, Whitefield, Burnley, Lancs. 2262.

**NEW** 11-ton 23-ft. SCAMMELL flat-platform trailer, 20-ft. well.

**10**-TON flat SCAMMELL trailers, 20 ft., 800 x 16 tyres, in excellent condition (choice of eight).

**PARSONS AND PARSONS (GARAGES)**, Harlow, Essex. Phone, Petter Street 121.

**2** and commercial use, complete range in stock. Goodman, 135 Cricklewood Broadway, N.W.2. Cricklewood 2226.

**BARNARDS**, OF STOWMARKET.

**OFFER** THE FOLLOWING

**NEW** TRAILERS EX STOCK.

**SCAMMELL** 25-ft. 12-ton sided and platform.

**B.T.C.** 25-ft. 12-ton 4-in-line platform.

**B.T.C.** 25-ft. 15-ton 4-in-line platform.

**PHONE**, Stowmarket (Suffolk) 621 (five lines).

**TWO** 10-15-ton double-skin 4-wheel trailer van, 10 ft. long, ventilated and wired, ideal as canvas or for man site offices, body dimensions 8 ft. wide, 9 ft. high, own separate air dolly on 14.00 x 20 tyres, can be used on any road, condition nearly new; photograph available. Offers invited.

**SOUTHERN COUNTIES TRADING CO.**, Portsmouth Hill Rd., Bournemouth. Tel 1438.

**45**-ton low-bed Roadsters. H.B.H. Motors, Ltd., 110 St. Pauls, Colnbrook 2741.

**DYSON** 16-ton tandem axle trailer, twin rear axles, S.A.E. coupling, well maintained, in good order.

**TASKER** 16-ton tandem-axle trailer, 9.00 x 20 tyres, about 12 months old, in first-class order.

**SCAMMELL** 16-ton tandem-axle trailer, choice of the very best order.

**SEVERAL** SCAMMELL 23-ft. and 25-ft. 10-ton trailer in stock.

**SCAMMELL** 10-ton 23-ft. insulated box trailer, S.A.E. coupling, choice of two.

**B.T.C.** 4-in-line 12-ton 24-ft. trailer, on 10.00 x 20 tyres, in first-class order.

**THE** above are just a few examples from a large list of trailers, let us know your requirements.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 174. 891-295

**NEW** B.T.C. 15-ton and 12-ton 4-in-line semi-trailers, good delivery. Central Garage, Burnley Rd., South Elmsall, near Pontefract. Phone, South Elmsall 2741. 891-295

**FREHAUF** 20-ton semi-low twin-boogie trailer, in excellent condition, 25-ft. bed, air brakes and down loading gear. H.B.H. Motors, Ltd. Phone, Colnbrook 2741. Evenings 2759.

**THE NORTHERN TRAILER CO. LTD.**

**BISHOPBRIGGS**, Lancashire. Phone, Bishopton 1071-2. Semi-trailers ex stock:—

**10**-TON x 25 ft. long.

**12**-TON x 25 ft. long.

**14**-TON x 25 ft. long.

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**16** 891-295

**SCAMMELL** 15-ton tandem axles, 24-ft. long, on 14.00 x 16 pneumatic fitted with air pressure drop in very good condition. John Puddif, Victoria Way Sandhills, Liverpool, 4. Phone, North 1026. 891-405

**TASKER** 20-ton articulated low-loading trailer, on available 20-ton bed, very good condition, one Foden Tasker 20-ton articulated low-loader, for details and prices from Road Rollers, Ltd., Thurston, Leicester. Phone, Syston 3357-9.

**10**-ton Eagle low-loading trailer, knock-out axle, 16 ft. long.

**SCAMMELL** trailers, all lengths, 16 ft. to 25 ft., and other leading makes of drawbar or semi-trailers.

**JACKERBY AND CO.**, Maybells Farm, Ripple, Wirral. 891-305

**Barking, Essex.** Dominion 5583.

**Trailers Wanted**

**WANTED**. Low-loading trailer, 8-10-ton, Scammell coupling. Vehicle and Salvage Co., Dumfries. Phone 533 and 862. 891-405

## Miscellaneous Vehicles (contd.)

**WANTED:** Trailers, S.A.E. coupling, 5th wheel, 24 ft. or over, or flat. State price and condition, if possible. **W. J. SCOTT**, 18 Clarence Rd., Manchester. 891-9432

**WANTED:** 3-ton Scammell tractor, also six 3-ton Scammell trailers. Oldham Bros., Crown St., Liverpool. Royal 891-14

**WANTED:** A 4-in-line semi-trailer, 30 ft. long, with hardwood floor, must be in good condition, payload to 16 tons. Douglas Elliot Steel, Ltd., Brancopeth Works, Arley Rd., Leeds, 21. Phone 35161. 891-12

## Miscellaneous Vehicles (contd.)

**WANTED:** 2-3 SCAMMELL, or with Scammell under-carriage, 10-12-ton pole-carrying articulators. Box CM917, care of "The Commercial Motor". 891-201

**WANTED:** 10-ton Scammell and 15-ton 4-in-line articulated trailers. W. H. Short, Ltd., Newthorpe, Nottingham. 891-442

**TRAILER UNDERCARRIAGES**  
**DAVIES**, S.A.E. fifth-wheel coupling, factory reconditioned, exchange service and spares. London Rd. Ware, Herts Ware 489. 222-736

**SPARES-EXCHANGE** Scammell couplings, immediate delivery. Merriworth Engineering, Ltd., London Rd., Stone, Darford Kent. DA2 1171-4. 222-764

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**IMMEDIATE DELIVERY CAR TRANSPORTERS.**  
**NEW** Carriome 5-car transporter with Commer 10-ton tractor unit, painted to your specification. 222-651

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### Spare Parts and Supplies (contd.)

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**USED UNITS.** Whitefield, Burnley (phone 2262) spares suitable for all models. 222-948

**500** Premier supply Co., 238c Worplesdon Rd., Guildford. 222-906

**QL** New crown wheel and pinions, £6 each; second-hand diff. and pinion ass. c/w bearings. All spares for QL and OY. Cuney and Stewart, Ltd., Alfreton, Derby. Leabrook 477. 222-725

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**PASSENGER AND COMMERCIAL VEHICLES.**  
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**AUTOREX (LIVERPOOL), LTD.**, vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. 222-940

**S. HUGHES (COMMERCIAL), LTD.**, Lodge Garage, 5, Whitehall Rd. West, Gomersal, near Leeds, Phone, Bradford 681144 (six lines). All spares available. 222-634

**REPLACEMENT** coachbuilt cabs for Albion PF and RT chassis range, jig built, no chassis required. Early arrival. A. Laurie and Sons, Motor Bodybuilders, Farnham, Kent. Farnham 307. 891-893

**DISMANTLING** Chieftain tractor chassis model FT/HT, all spares. Warwick Motor Engineering Co. Ltd., Stoke-on-Trent. Phone 47507. 891-248

**ATKINSON**  
**CROSSROADS COMMERCIALS, LTD.**, Gildersome, near Leeds. Morley 4144-5-6. Most spares available. 222-967

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**RECONDITIONED** engines with accessories, 6 x 4 and 8 x 4. 2. 645. New cylinder blocks with pistons and rings. £10; 34-litre crankshafts, £6. Pistons with rings, £8. 260, 66. Gearboxes, £10; 6 x 4 differentials, £20. Rear axles, £30; 4 x 4 axle shafts, £3. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255-6. 222-761

**C.G. NORMAN (COMMERCIAL), LTD.**, OFFICIAL AUSTIN DISTRIBUTORS. Main Spare Parts Stockists. AUSTIN SPARE PARTS AND COMPONENTS. 50 VAUXHALL BRIDGE ROAD, LONDON, S.W.1. Victoria 2211. 222-764

**JOHN CHARLTON (BOLTON), LTD.**, commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. SPARES for most types available. 222-915

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**AUTOREX (LIVERPOOL), LTD.**, vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. 222-941

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**WESTON** tipping rear, A-type Bedford, without body. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 891-342

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**AUTOREX (LIVERPOOL), LTD.**, vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. 222-944

**CONTAY FOR COMMERCIAL.** ROOTES PARTS—SALES—SERVICE. FOR IMMEDIATE REQUIREMENTS. Phone Waterloo 6162-3. 164A SOUTHWARK BRIDGE ROAD, LONDON, S.E.1. 222-758

**S. HUGHES (COMMERCIAL), LTD.**, Lodge Garage, 5, Whitehall Rd. West, Gomersal, near Leeds, Phone, Bradford 681144 (six lines). All spares available. 222-636

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**AUTOREX (LIVERPOOL), LTD.**, vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. 222-945

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**JOHN CHARLTON (BOLTON), LTD.** commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.  
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**FORD V8 engines.** complete with water pumps and clutch assembly, bench tested, packed in a non-returnable wooden case, £37 10s. ex works.

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**SEVERAL 22-ft., 23-ft. and 24-ft. platform bodies** in good sound condition, £75 each. 892-9613  
**SEVERAL 22-ft., 23-ft. and 24-ft. platform bodies** in good sound condition, £75 each. 892-9613

**Spare Parts and Supplies (contd.)**

**ONE New Dodge** cab complete with all sheet metal and radiator in reasonable condition, £50; one 1960 Dodge forward-control cab, having very slight accident damage, £35. Phone: Wombourne 3482. 891-358

**SEVERAL sound Sentinel** cabs in stock. Large stock of new and used second-hand parts available. Sellers and Batty (Sales), Ltd., Fenate, Peterborough 67048. 891-440

**COACH FURNISHINGS**

**A** New coach seat for replacing those old seats.  
**MINIMUM space! Maximum comfort.**

**SEND** for details and prices or our representative will bring along a sample. Service bus seats, drivers' seats, complete re-linings including interiors. Quick turn-round. Keep prices. New season's mousetraps and syndes.

**TRANSPORT SEATING LTD.,** 60 Penn St., Birmingham. 4. Victoria 5901-2-3 or Aston Cross 5989. 222-9007

**FALCON** coach head-rest covers.  
**MADE** to measure head-rest covers in a wide selection of linings, nylons and plastics, including glazed from S. SYDNEY W. WIDDOWSON, LTD., Station Rd., Beeston, Nottingham. Phone: Beeston 256118. 891-677

**CRANES AND WINCHES**

**THORNCROFT NR6** diesel engine in Amazon crane, ex-Military, complete engine, been little used, £350. Can be inspected running on works. Norman Walker (Machinery), Ltd., Anaby, Hull. Phone 5790. 892-9575

**2-TON** Hydracarb, petrol driven, mounted on Morris 4 x 4 chassis, winch fitted, the machine in good running order, price £550.  
**REGENT DIESELS, LTD.,** St. Bernards Mills, Gelderd Rd. Gildersome, near Leeds. Morley 239. 891-9573

**TWO 30-wt. ME** engine cranes.  
**1-TON** crane mounted on tractor, 14-ft. Lussing jib, £100.  
**SEVERAL 200** hand pump.

**ONE** Shase welder.  
**BLACK AND DECKER** valve grinder with cabinet.  
**WALKER ST. MOTORS,** Preston. Phone: Preston 4589. 891-9509

**CRANES.** New portable garage crane, 35-wt. capacity, adjustable jib, made by Gibbons, Birmingham, jib height 8 ft. 6 in. to 10 ft. 6 in. Manufacturers' price £110, our special price £40 each, reduction for quantities.  
**R. E. TREM AND CO., LTD.,** Bawtry Rd., Fillingley, near Doncaster. Phone: Fillingley 203-4. 891-548

**25** American manufacture, lorry-mounted 25-ton crane, unused, 6 x 6, asking price £8,500.  
**ONE 5-ton** diesel fork-lift truck by Cranemobile, on pneumatics, price £1,500. Photographs and specification from: Bowmans, Ballards Wharf, Poole, 334. 891-519

**DIESEL CYLINDER HEADS**

**JOHN CHARLTON (BOLTON), LTD.,** commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone: Farnworth 1884. 222-9111

**W** second-hand and reconditioned.  
**RECONDITIONED** Perkins P6 cylinder heads, new valves, refaced, as new, £25 each. Phone: Wombourne 3482. 891-330

**DIESEL FUEL PUMPS AND INJECTORS**  
**USED** units, Whitefield, Burnley (phone 2262). Most makes and types available. 222-670  
**JOHN CHARLTON (BOLTON), LTD.,** commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone: Farnworth 1884. 222-9111

**DIFFERENTIALS**  
**USED** units, Whitefield, Burnley (phone 2262). Most makes and models available. 222-670  
**CROSSROADS COMMERCIALS LTD.,** Gildersome, near Leeds. Morley 4144-5-6. Second-hand and exchange units in stock for all types of vehicles. 222-984  
**JOHN CHARLTON (BOLTON), LTD.,** commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone: Farnworth 1884. 222-9111

**DIFFERENTIALS** to suit most makes including Atkinson, A.E.C., Albion, Dennis, E.R.F., Leyland, Maudslay. Over 200 always in stock. 222-913  
**REBUILT** Moss single-speed differentials to suit 5-ton Dodge, Seddon, Jensen, Thornycroft, etc., £40 each. Phone: Wombourne 3482. 891-387

**EXCHANGE,** Atkinson, E.R.F., Maudslay, Foden, A.E.C. etc., £45. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, North. 891-407

**DYNAMOS, STARTERS AND GENERATORS**

**USED** units, Whitefield, Burnley (phone 2262). Dynamos, starters, most types, petrol and oil. 222-672  
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**CROSSROADS COMMERCIALS, LTD.,** Gildersome, near Leeds. Morley 4144-5-6. Reconditioned Bedford 22 h.p. engines, £17 10s. each. Reconditioned Morris CV11/40 4-cylinder engines, £25 each. Large selection of all types of diesel engines in good condition. 222-985

**USED** units, Whitefield, Burnley (phone 2262). Replacement and/or engine conversions. 222-673  
**V8** 40 h.p. reconditioned bench-tested, c.w. clutch, all accessories, 6 volts (exhaust manifold), £45; bare, £40. Cheque with order, please. Cuney and Stewart, Ltd., Alfreton, Derby. Leabrooks 477. 891-387

**JOHN CHARLTON (BOLTON), LTD.,** commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone: Farnworth 1884. 222-9111

**ALL** types of engines and conversions in stock. 222-915  
**GARDNER** recommended repairs, 51W and 61W engines reconditioned to Gardner standards, dynamometer tested and guaranteed.

**BLACK AND WALLWORK, LTD.,** 205 Regent's Park Rd., Finchley, N.3. Phone: Finchley 1166. 891-9435

**REBUILT** cabs to fit Leyland, Bedford, Atkinson, E.R.F., etc.  
**R. L. L. L.** Gillibrant St., Walton-le-Dale, Preston. 222-734

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**R. L. L. L.** Gillibrant St., Walton-le-Dale, Preston. 222-734





### SHOCK ABSORBERS

BARBER ACCESSORIES, LTD., specialists in commercial units, reconditioned or supplied, 16a Osten St., S.W.7, Frenchie 9123. zzz-988

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SPEEDOMETER SUPPLY CO., LTD. Repairs by return 34 Shelton St., London, W.C.2. (Established 1907) Corent Gar 2666-7 zzz-988  
 AUTO TEMPO METER CO. Repairs and rebuild exchange speedometers, all types of flexible drives 1063-4 King's Cross Rd., London, W.C.1. zzz-769

### SPEED RECORDERS

RECORDING speedometers completely check vehicle performance and we shall be glad to send details of range of models we can supply. Easily fitted and save big savings in fuel, tyres, maintenance, accident costs. Speedograph, Watlington Rd., Cowley, Oxford. Phone. Oxford 78116-7. zzz-0902

### TARPAULINS

NEW cotton duck-flux covers, competitive prices. 2000 Garside, 20 Broomwater West, Teddington Lock zzz-648

### TIME RECORDERS

RECORDING time recorder automatically the exact running and standard times of vehicles. EVERY minute of every journey is accounted for on a simple tamper-proof chart. REDUCTION of running costs follows inevitably when you know the journey facts. VEHICLES can then be scheduled for journeys and maintenance with maximum efficiency. It is a good idea to write for descriptive literature to—

RECORDING RECORDERS, LTD., 19 London Rd., Gloucester. Phone. Gloucester 24125. zzz-623

### TIPPING GEARS

EDROB AND ETTIPPERS, LTD.

BRITAIN'S largest manufacturers of tipping gears and heavy dumper equipment. end- or 3-way tipping gear and bodies in timber or steel; also conversions; also for farm equipment etc. Head office and works, 250-264 Goldhawk Rd., W.12. Phone, Shepherd's Bush 652. zzz-844

ALTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-957

HENBOROUGH tippers, power hydraulic, hand-screw end- or 3-way. We manufacture the most comprehensive range; specialists in wood or steel bodies; we can convert your truck into a tipper. Full particulars from Henborough Eng. Co., Ltd., Heckmondwike, Yorks, or Messrs B.B. Sales Ltd., 88 Clapham Rd., London, W.8. zzz-900

### AGENTS—WANTED

New company is being formed to market a hydraulic attachment with large potential for all makes of trucks. Distributors are requested to write for further information to the Managing Director, Box 2018, care of "The Commercial Motor," 891-xB1088

### BUSINESSES, PREMISES, OFFICES, ETC.

TRANSPORT and haulage contractors business, established 1928: three buses and coaches (two stage carriage routes), four lorries (three A licences) 12 tons; one contract licence, excellent modern well equipped garage and workshop, superb modern residence, in pretty village Shropshire, first time in market, £22,500. Cooper and Goss, F.A.I., Shrewsbury, Phone 2995. 891-6

TWO 8-10-ton long-wheelbase diesel lorries with A licence, approx. 9 tons unladen weight with very good normal gear conditions, Manchester area. Limited company. Best offer.

NEW M.C. 7-ton long-wheelbase lorry with A licence, North West area.

Bedford diesel 7-ton long-wheelbase lorry with A licence based Manchester area.

1955 Bedford diesel 5-6-ton long-wheelbase lorry with A licence North West area.

1958 DODGE 7-8-tonner with A licence, approx. 4 tons unladen weight, Metropolitan area.

FULLER particulars of these businesses can be supplied on request and some hire-purchase available.

### WILDE AND BENNETT, L.D.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 2356. 891-215

LIMITED company, East Anglia, 12 vehicles, buses and coaches with good contracts, private hire and stage, express and excursion licences, established 1920. Further particulars write Box CM9117, care of "The Commercial Motor," 891-9617

HAULAGE business, Metropolitan area, four modern lorries, 17 tons A licences, general goods. Great Eastern Limited company. Fuller particulars on request. Box CM9113, care of "The Commercial Motor." 891-216

A West Midland transport business is offered for sale comprising two public A licences, total unladen weight 8 tons 8 cwt and 125-mile radius B, based Birmingham.

### BIRMINGHAM COMMERCIAL MOTORS AND BODYWORKS, L.D.

560 COVENTRY ROAD, BIRMINGHAM, 19.

Phone, Victoria 0437. 891-560

### Spare Parts and Supplies (contd.)

PILOT tipping gear spares. Full range of parts always in stock at—  
 D.B.S. ROACHWORKS, LTD., 24a St. Marks Rd., Ladbroke 049 1768. zzz-842

### WELFORD ENGINEERING (OLDBURY), LTD.

HAINGE ROAD, TIPTON.

New tipping gears ex stock, most chassis. Agents for Edbro, Pilot, Anthony, Weston, Autolift. Large stocks of spare parts and service pumps always available. Trade inquiries invited. Tipton 2721-2. 891-374

TWO only. Edbro twin-rim 2-stage end gears with pump to suit 7-ton Bedford. Phone, Wombour 3482. 891-389

### Tipping Gears Wanted

WANTED, heavy-duty twin-rim tipping gear, 8-10-ton capacity, also 15-18-ton twin-rim and tipping gear, 8-wheeler. Dodd, Dromara 228. Co. Down. 891-x1121

### TYRES AND TUBES

STUCK tyres and tubeless leakers completely avoided by fitting with Tyreprim (regd.) anti-adhesive. For covers frozen to untreated rims, apply Coaxite (regd.) penetrant-lubricant. Guaranteed harmless to rubber. From all main factors. zzz-864

CLAPTON TYRE SERVICE, sound part-used tyres, 8.25 x 6 T.T., 6.50 x 32 x 6 H.D., 8.00 x 7.50 x 20, 10.00 x 20, 10.00 x 20, 11.50 x 20, 13.50. Money refunded if tyres not approved. Send cash with order, 100a Crickfield Rd., Clapton, London, E.5. Phone, Amh 7073. zzz-875

36 X 8, 12-ply, 423; 7.50 x 20 Cross Country or civilian tread, 8-ply, £12; 10.50 x 20 remoulds, £11; 7.00 x 16 remoulds, £5. All carriage paid.

L. VASS LTD., Amphil, Bedford. Amphil 3255. zzz-924

NEW standard-tread tyres: 7.50 x 16 6-ply, £9; 6.25, 6.50, 6.70 x 16 6-ply, £7; 7.00 x 20 L 10-ply, £13; New Trak Grip-tread tyres, 8.25 x 10 14-ply, £15; 6.00 x 16 6-ply, £3 10s. New remoulds, standard tread: 5.25 x 16, 4; 5.75 x 16, £5; 7.00 x 16, £5; 14.00 x 20, £20. Cheques with orders, please. Tyres dispatched per B.R.S. carriage forward. Trade supplied. Cundey and Stewart, Ltd., Alfreton, Derby, Phone, Leabrooks 477. 891-984

H. MATTHEWS, LTD., 89-97 Stockwell Rd., S.W.9.

THE tyre specialists offer among many others the following bargains. Brand-new unused 14.00 x 20 standard 12-ply, £33 10s.; 14-ply, £25 10s.; 20 new 20 Traktrac 10-ply, £12; carriage paid.

THE BRITISH RUBBER CO., Baildon, Yorks. Shipley 55427. zzz-675

### Miscellaneous Advertisements (contd.)

SOUTHAMPTON, outskirts. Haulage depot for sale, fully scheduled under Town Planning, substantial garage, excellent headroom, approximately 3,000 ft. super plus ample additional land for expansion or yard, could easily be shared by two smaller companies. £7,000 freehold. Some garage equipment, including small diesel installation also available. Box CM9123, care of "The Commercial Motor." 891-500

### Businesses, Premises, Offices, etc., Wanted

WANTED, haulage businesses with Special A licences. Ordinary A licences and B licences in any part of the country or alternatively we are prepared to sell your business for a commission as we have numerous clients on our books.

### WILDE AND BENNETT, L.D.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 2356. 891-218

TRANSPORT company wanted, Metropolitan Area. General goods, up to eight vehicles. A or wide B licences, required for own use, not for resale. Box CM874, care of "The Commercial Motor." 891-503

### CONVERSIONS

#### CONVERT YOUR VEHICLES

TO

#### FORD 4D AND 6D POWER.

ALL MAKES OF VEHICLES UP TO 7 TONS CAN NOW BE FITTED WITH THE COST-CUTTING FORD 4D AND 6D ENGINES, MEANING—

LOWER INITIAL COST.

MORE M.P.G.

CHEAPER MAINTENANCE.

And the cost of conversion is very reasonable.

Let us quote you for your vehicles.

### QUICKS FOR FORDS.

INDUSTRIAL UNIT SALES DEPT.,

WILMSLOW ROAD, CHEADLE, CHESHIRE.

Phone, Mercury 2345-8. zzz-929

(Supplement)

### Spare Parts and Supplies (contd.)

250 9.00 x 20 slave wheels, tyres and tubes, £3 each. Bayliss, Timberham Works, Loshell Heath, Crawley, Sussex. Horley 4536. 891-436

### Tyres and Tubes Wanted

WANTED, tyres of all types and sizes, spot cash. H. Matthews, Ltd., 97 Stockwell Rd., London, S.W.9. Brixton 2026. zzz-936  
 LORRY TYRS, all sizes, casings, runners, etc., spot cash. Cyril Fogelman, Ltd., 232 Commercial Rd., E.1. Sie 3505. zzz-662

### WELDING

BARIMAR for scientific welding repairs under Barimar money-back guarantee. Cracked and broken cylinder blocks and heads, cracked and worn valve seats, smashed crankshafts, broken crankshafts and all other motor and diesel parts perfectly repaired by Barimar. Speedy delivery and low costs. Barimar House, 25-24 Peterborough Rd., Fulham, London, S.W.6. Renown 2147-8. Night calls. Renown 2148. Grams, Barimark, Waltham, London. Branches at Birmingham, Newcastle-on-Tyne and Glasgow also operating at full blast. zzz-750  
 ANGELL AND WILLIAMS (PECKHAM), LTD., the specialists in welding repairs to defective crankcase blocks, heads, gearboxes, etc. zzz-988  
 TRAFALGAR BRIDGE WORKS, Sumner Rd., London, S.E.15. Rodney 3559. zzz-602

### WHEELS

USED UNITS, Whittfield, Burnley (phone 2262).

ALL makes and types in stock. zzz-678

BEDFORD, Commer, A.E.C., Ford and most others.

also wide-base conversion sets, 20,000 in stock.

TURNER AND KNIGHT, Southfield Paddock, Pope's Lane, Ealing, W.5. Phone, Ealing 4298. zzz-728

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. All makes and sizes in stock. zzz-988

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Keasley, near Manchester. Phone, Farnworth 312-3. zzz-930

2,000 Wheels in stock of all types and sizes, English and American. zzz-938

### WHEELBASE EXTENSIONS

CHASSIS DEVELOPMENTS, LTD., Skipton Industrial Estate, Luton 52371, for Bedford wheelbase extensions and York third axle conversions. 892-9221

B commercial vehicle extensions to all popular makes of commercial vehicles, including Austin, Bedford, Commer, Dodge, Ford, Guy, Morris, etc. Baico Patents, Ltd., 327-9 High Rd., Chiswick, London, W.4. Chiswick 2366-7. zzz-930

### WINDSCREENS

WINDSCREEN assemblies, half-drops, sliding windows, manufactured alloy brass-steel. Quick frame repair and reglazing service. British Steel Frame Co., Ltd., 205 Cambridge Heath Rd., London, E.2. Shoreditch 1272-3. zzz-603

PERSPEC cut to size and pattern. Denny, Ltd., 11 Netherwood Rd., W.14. Sie 5152. 1426. zzz-657

### Miscellaneous Advertisements (contd.)

#### HENDYS FOR FORD.

BRITAIN'S FIRST FORD DEALER.

DIESEL 4D AND 6D ENGINES WITH REAR-END CONVERSIONS AT LOW COST.

LET US QUOTE YOU.

#### PERCY HENDY, L.D.

SOUTHAMPTON 28331 (EIGHT LINES). zzz-958

### CONTRACTS FOR HIRE AND WANTED

A—Contracts available, 10- and 20-ton carrying capacity vehicles, also large tipping vehicles, for steel and scrap deliveries, monthly settlements. Box CM881, care of "The Commercial Motor." 891-9442

MAXIMUM capacity carrying tankers. All types available. Hatter Bros., Grays, Essex. zzz-665

CONTRACT wanted for 10-tonner, coal or bulk haulage. Box CM9121, care of "The Commercial Motor." 891-x1120

OWNER-DRIVER requires A or C contract for 7-10-tonner or vehicle to suit client's requirements. Box CM9120, care of "The Commercial Motor." 891-1042

LAND ROVERS, light vans and trucks available on contract hire. Apply for terms.

DOOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 891-584

OWNER-DRIVER requires contract, willing to purchase vehicle to suit Midlands preference. Box CM9124, care of "The Commercial Motor." 891-559

CONTRACT required for 6-wheel bulk tipper. Box CM9125, care of "The Commercial Motor." 891-497

### FORK-LIFT PALLETS

FORK lift pallets, all steel, 2-ton, 2-way, selection of sizes. Rosefield Salvage Co., Dumfries. Phone 513 and 862. 891-928

### HAULAGE AND BACKLOADS—WANTED

OPERATOR established over 40 years would like to hear of regular bulk traffic such as steel, coal, etc., to or from Swansea-Birmingham area for six and eight wheel vehicles, operator very favourably placed for keen rates for something that could be run to schedule daily over the 24 hours. Box CM8719, care of "The Commercial Motor." 891-474

### INSURANCE

PAUL CHILDS, LTD. Insurance Specialists. See own displayed advertisement on page 74. 891-631

891-631

Miscellaneous Advertisements (contd.)

MISCELLANEOUS

**12-FT.** eaves, high timber building, 97 ft. x 26 ft., with floor, with annex 37 ft. x 26 ft., no floor. Asbestos roof, fully lined, ideal workshop, stores and office. Delivered 100 miles London, £575. View London. Farey, 3 Melbury Rd., Kenton, Middx. Wordsworth 1805. 891-301

NOTICES

**BRISTOL** motor body builders wish to contact large haulage company or fleet owners wishing to have precedence for bodybuilding and painting, new or repair. Principals only please reply. Box CM914, care of "The Commercial Motor." 891-139

SITUATIONS VACANT

**A.M.I.E.I.,** City and Guilds, A.M.I.Mech.E., etc., on "No pass, no fee" terms. Over 90% successes. For details of exams, and courses in all branches of auto., diesel, a/cro mechanical engineering, etc., write for 148-page handbook free. B.I.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. zzz-812

**CAR** and commercial salesmen, experienced with Ford, Vauxhall or M.C. salary, commission, car provided, free pension after qualifying service, main dealer 20 miles from London. Apply in writing, giving full details of experience, applications treated in confidence. Box CM892, care of "The Commercial Motor." 891-9563

**EXPERIENCED** commercial vehicle salesman required by Austin distributors, excellent prospects for suitable applicant. Apply Sales Director, Anstey's, Ltd., Stone St., Maidstone, Kent. 892-9571

**COMMERCIAL** vehicle salesman required by Vauxhall, Bedford main dealer in Home Counties area of great potential. Remuneration by basic salary and commission, car provided, excellent opportunity for energetic and knowledgeable salesman. Write with full details of experience to Box CM9010, care of "The Commercial Motor." 891-9584

**EXPERIENCED** commercial vehicle salesman and branch manager required for Glasgow. Write full particulars of age, and experience to the Sales Manager, Transport Equipment (Thornycroft), Ltd., Basingstoke, Hants. 892-9567

TECHNICAL SALES REPRESENTATIVE,

**RESIDENT IN LONDON AREA, REQUIRED BY MANUFACTURERS OF TRAILERS AND VEHICLE BODYBUILDERS.**

Must have engineering and sales experience, age 30-45, car provided, interview in London arranged. Reply in confidence to the Managing Director, stating age, experience, qualifications and salary expected.

EAGLE ENGINEERING CO. LTD.,

P.O. BOX NO. 43, WARWICK. 891-9579

**SERVICE ENGINEER,** resident in London area required for servicing municipal vehicle bodywork and trailers. Previous experience essential and some training given at Midland works prior to commencing duties. Van provided. Accommodation for storing spares would be helpful. State age, experience and salary required. Eagle Engineering Co., Ltd., P.O. Box No. 43, Warwick. 891-9578

**GARAGE** Workshop Manager required for Transport Company in North East London, must have considerable experience on diesel vehicles as well as workshop organization, salary up to £1,000 per annum for right man. Accommodation available if required, write giving experience and position held to: Box CM9008, care of "The Commercial Motor." 891-9577

**WORKSHOP** Working Foreman urgently wanted for small transport garage in North London. Full details of experience, age, etc., and salary required to Box CM8907, care of "The Commercial Motor." 891-9576

**FORD** main dealers have vacancies for the following executive staff to relieve directors at present carrying out these duties:—

**SALES** Manager; must have similar experience and be able to expand and control new and used vehicle marketing.

**PERSONAL** Assistant to sales manager, to assist in administration, reception, etc.

**SERVICE** Manager with experience, preferably Ford, in controlling servicing, repairs, body shop, warranty, etc.

**ALL** applications will be treated in strict confidence and there will be excellent remuneration and a non-contributory pension.

**APPLY** in writing to K.T. (Dartford), Ltd., The Brent, Dartford, Kent, or phone Dartford 20271. Mr. Sanderson (Service) or Mr. Perolls (Sales) for an appointment. 891-70

Miscellaneous Advertisements (contd.)

**COMMERCIAL** vehicle representative with retail selling experience required, London area, attractive salary and commission, excellent pension scheme, supplied apply in strict confidence giving past experience and present income to the Manager, Commercial Vehicle Division, The Car Mart Sales, Ltd., Welsh Harp, Edgware Rd., N.W.9. 891-10

**APPLICATIONS** are invited for an experienced commercial vehicle salesman with Austin distributors for Worcester area, excellent opportunities for salesman with drive and initiative in an area which combines industrial and agricultural prospects, applicants should write giving details of age and experience to: H. A. Saunders, Ltd., Austin House, Castle St., Worcester. Phone 26651. 891-13

**FIRST** class motor fitter required to maintain a fleet of 26 light vans, diesel and petrol B.M.C. vehicles in fleet, able to work without supervision and control if assistant, experienced in keeping records and handling spare parts invoices. Apply in writing, The Manager, Anglo American Laundry, Burmester Rd., Tooting, London. 891-17

**MERCEDES-BENZ** Commercial Vehicle Division, require a number of Area Representatives, aged 26 or over. Applicants must have had heavy commercial vehicle experience, preferably with a manufacturer. Applications in confidence, giving full details of career, etc., to be addressed to:—

**THE COMMERCIAL VEHICLE SALES MANAGER,** Mercedes-Benz (Great Britain), Ltd., Great West Way, Brentford, Middx. 891-36

**RAPIDLY** expanding bulk liquid transport company requires a sales director to take charge of sales planning, position offers first-class prospects for a man capable of taking responsibility. Apply, giving full details of experience, together with photographs and references, remuneration according to ability. Box CM 9111, care of "The Commercial Motor." 892-9608

**SENIOR** draughtsman required, with p.s.v. body experience, 5-day week and pension scheme. Apply in writing to Charles H. Roe, Ltd., Cross Gates, Leeds. 892-9598

**BODYBUILDERS** required experienced men for repair and work on light aluminium wood vans. Apply in person to the Assistant Transport Engineer, 197 Goswell Rd., E.C.1. 891-33

**A** vacancy exists for a Commercial and P.S. vehicle representative to operate from our newly-opened depot, devoted exclusively to Commercial Sales.

**THIS** position offers exceptional opportunities to a man who possesses a successful record in this field and is capable of high earnings and working without supervision. Exclusive use of new Ford cars.

**APPLY** in writing to:—The Sales Director, Luton Commercial Motors, Ltd., The Square, Dunstable, Beds. 891-100

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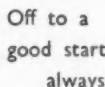
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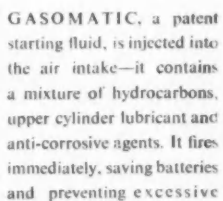
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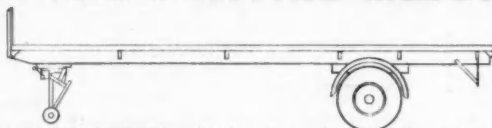
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